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MOTOCROSS ACTION MAGAZINE

DECEMBER 1977 $1.00 UK60p

LACKEY IN KING ARTHUR'S COURT

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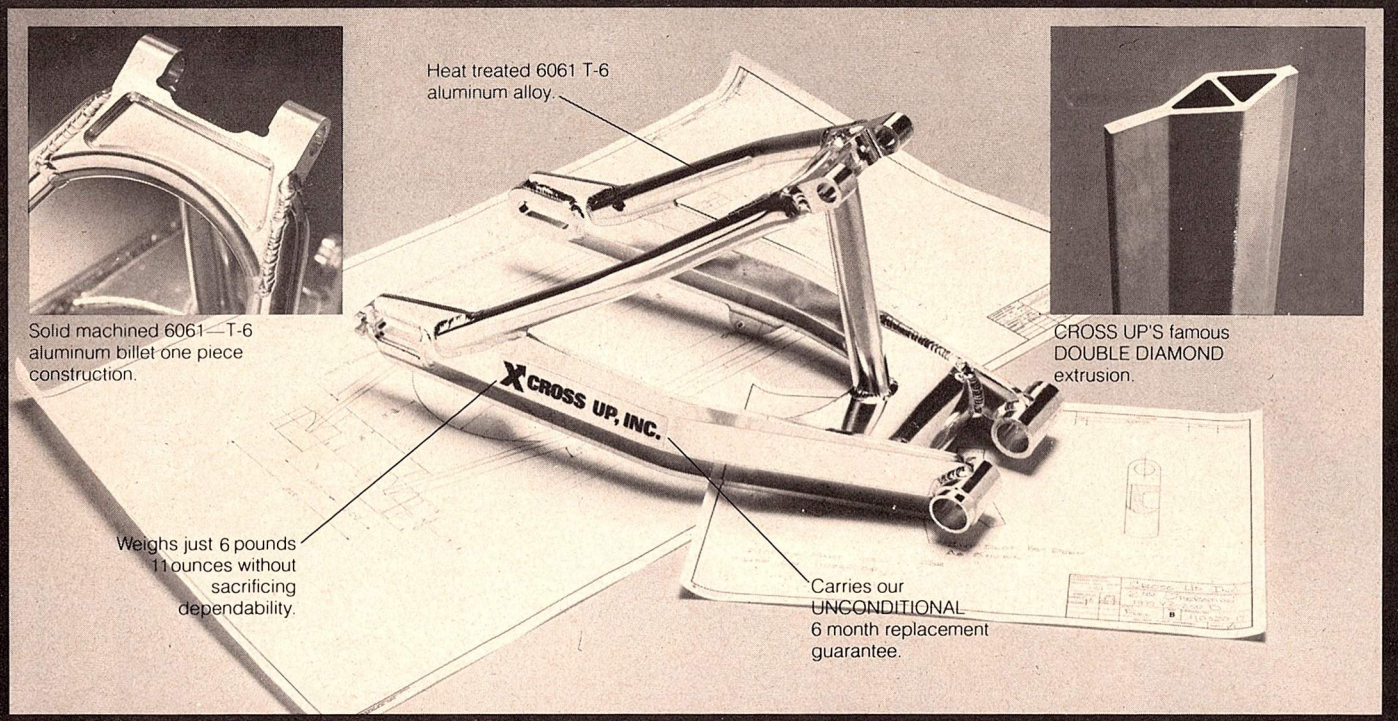
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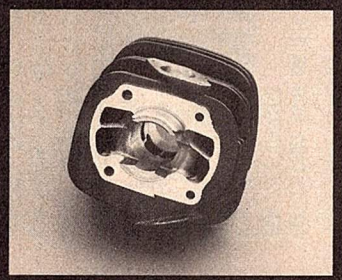

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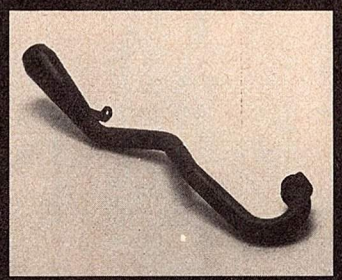

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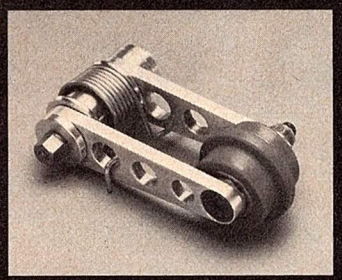

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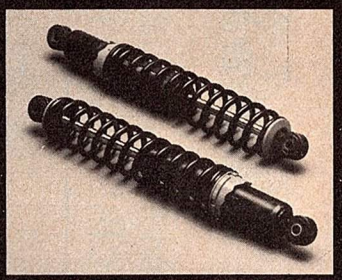

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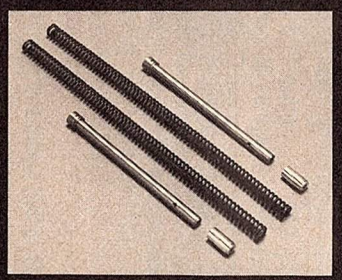

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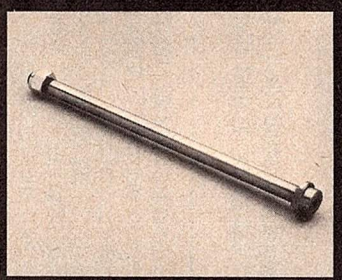

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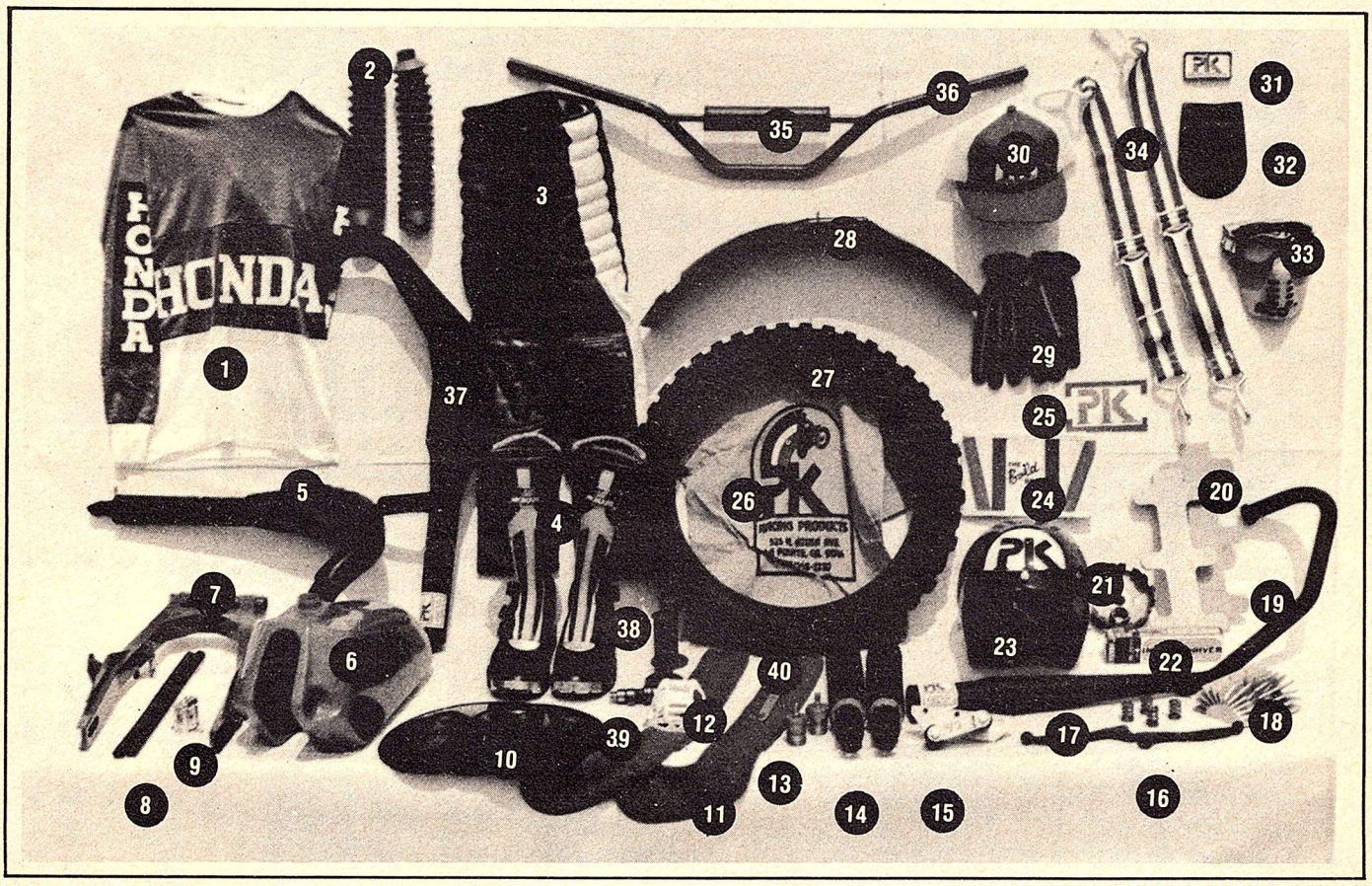

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NEW SHOES

MOTOCROSS ACTION MAGAZINE

VOLUME FIVE
NUMBER TWELVE
DECEMBER 1977

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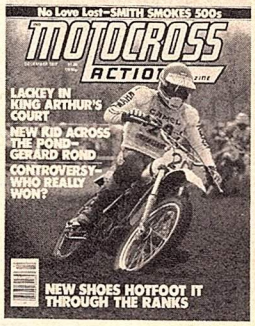
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COVER: Heikki Mikkola, 1974 500cc World Champion, 1976 250cc World Champion and 1977 500cc World Champion, totally decimated the ranks of Grand Prix motocross all season long. Photo by Geoff Fox.

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On The Mainjet

By Dick Miller

☐ The bane of motocross, or, for that matter, any form of motor racing, is the pit racer. His nefarious deeds have touched most of us who have been involved in racing for any length of time, most of the time very unfavorably.

In the past, as the sport of motocross grew, and larger numbers of riders started populating the local riding areas, the pit racing problem raised its ugly head. Track managers and race promoters tried to crack down on the situation by establishing rules and some type of police action to help control it.

In the late '60s and the early '70s there was more racing in the pits than on the track. It was an adventure walking from your truck to the outhouse, and even if you made it inside you couldn't be sure that some pit racer wasn't going to knock the whole thing down. Coming back from the hot dog stand with both hands full of food was even worse. If you did manage to get back to your truck with everything you were carrying, it usually was full of dirt. I still remember the time when Paul (The Bazzer) and I were walking back to our trucks at one of the local tracks after buying hamburgers and Cokes, only to get roosted by some yo-yo who was showing off in the pits. Paul, usually philosophical about such things, made a direct hit with his hamburger in the guy's face on his next pass. I laughed so hard I dropped mine. It was usually me knocking some guy off his bike or the like for the same thing, only to have Paul give me the needle for getting "violent." At one of the Inter-Ams in 1969 at Saddleback Park, my daughter, about waist-high at the time, was struck by one of the "pros" as he roared through the crowd to his factory van after having pulled off the track in the middle of the first moto. He was well known to motocross insiders for being a pit racer and was always pulling some dumb stunt to make up for what he lacked in riding skills. He finally hung it up a couple of years ago, but on that particular day I almost put a premature end to his career.

The problem appeared to taper off during the last few years, or so it seemed to me, and I didn't find myself getting annoyed by pit racers as much. At least that's how I felt until a few weeks ago, when some events happened that gave me reason to think that it's still a major problem.

I've been attending a lot of local events lately watching my son Rick race. At one such event, run by the AME organization at Indian Dunes Park, his good friend and racing buddy, Tom Halverson, was hit by a pit racer after the first moto and was almost put in the hospital. Tom had just finished second in the 125 Intermediate race and was on the access path leading into the pits from the track. He was moving about five miles an hour and unbuttoning his Jofa when some guy hit him head-on doing about 40. He hit Tom so hard that it bent his forks, broke both levers and gouged the bike everywhere. Luckily, Tom's physical injuries were only severe bruises. Needless to say, he didn't race the second moto; even if he had been able to physically, his bike was a mess. The guy who hit him was unhurt and was able to ride away. He wore no helmet, had tennis shoes on and no shirt. It probably wasn't his bike; he most likely was a friend of a racer, who didn't own a bike and was "playing" on someone else's. While Tom struggled to get up, the guy said "Sorry" and rode off — never to be seen again.

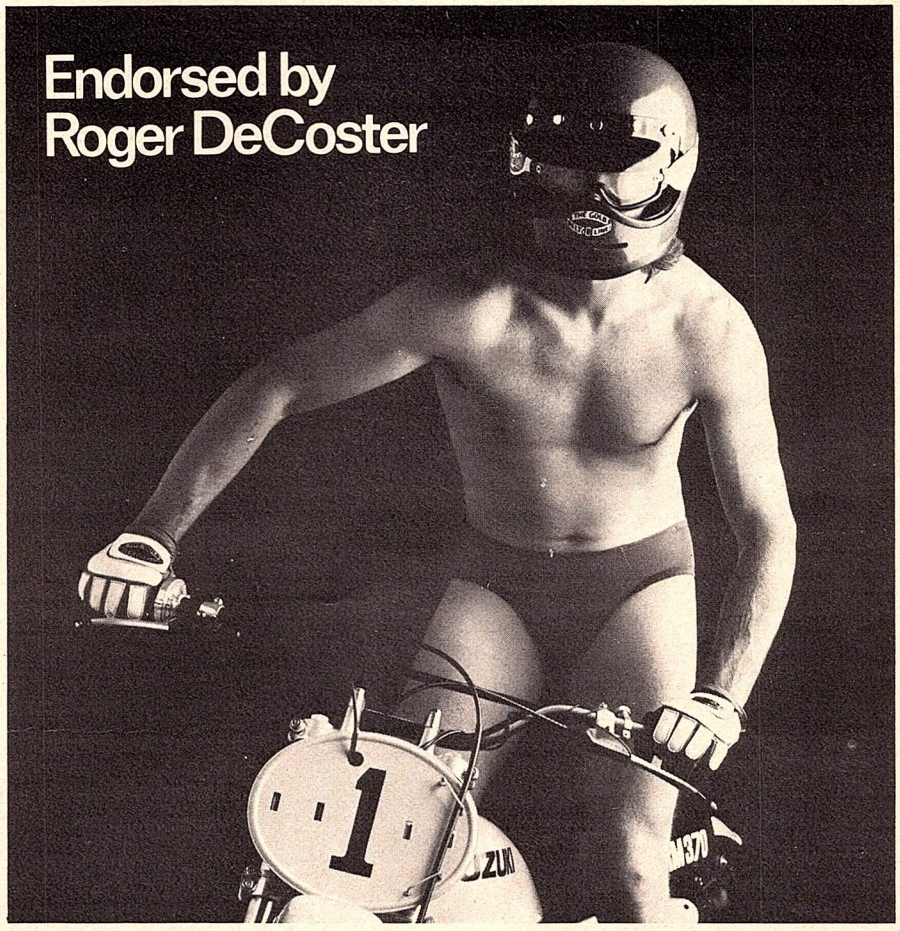
It wasn't the promoters' fault, nor the track management's. The AME people have personnel stationed at the entrances to the pits to make sure that no one violates their rule of absolutely no riding in the pit area. Every competitor has to push his bike to the start line. Any violators are disqualified for the event. The Dunes track management has patrol vehicles checking for pit racers on the access roads around the track, but they can't be everywhere at once. These roads are clearly marked for 10 mph, but the ambulance spends more time picking pit racers up off this road than racers on the track. A few years ago a girl friend was hit by a pit racer on one of these roads, severely breaking her leg and arm, only to later have the "kid's" parents want her to pay for his injuries. She had been *stopped* on the side of this 10 mph road and was center-punched by a 14-year-old doing close

to 50 mph. Pit racers come in all sizes and age groups.

The week after Tom was hit, he and my son Rick went to Saddleback Park to race, but since it was a CMC event and Rick didn't have a card, he couldn't race. While Tom was racing, his brother, Dave Halverson, and Rick took a marked one-way trail over to a practice track adjacent to the GP course. Rick, standing on the pegs and doing about 10 mph over a small rise, was hit head-on by some guy on a 100 Yamaha, which Dave estimated to be doing about 40 mph. Rick doesn't remember, because it knocked him out. Dave, who was about 20 feet behind him, said that the Yamaha's front wheel hit square with Rick's RM125 front wheel, causing the guy to go over Rick and the bike — hitting and trapping Rick as both machines hit the ground. The front end of the Yamaha was pushed behind the frame and the wheel was shattered. The Suzuki was unhurt, but Rick lay in a heap between the two bikes with a suspected broken hip. He had full motocross gear on; the guy who hit him wore no helmet, leathers or boots. He was going the wrong way on a one-way trail on a borrowed bike. A friend of a racer? He was unhurt and slithered away during the commotion afterward, so no one knows who he was. He is a very lucky guy. One, for getting out of the accident unscathed, and two, for me not knowing who he is. Rick spent the rest of the day at the hospital and two weeks in bed and on crutches.

The pit racers who are living out their fantasies showing off in the pits because they can't hack it on the track are one thing, but the pit racers who are just plain stupid and don't know any better are the *responsibility* of the people whom they are with. We *all* have to help if the problem is to be corrected. Friendly advice to a violator is the first step, followed by a little assertiveness such as a shovel handle between the spokes, if that fails. But do something! The bumper sticker, "Put something exciting between your legs, ride a motorcycle" is taken literally by the pit racer, since it's probably the most exciting thing he's had between his legs. A good swift kick could make it even more exciting for him!

Underneath it all,



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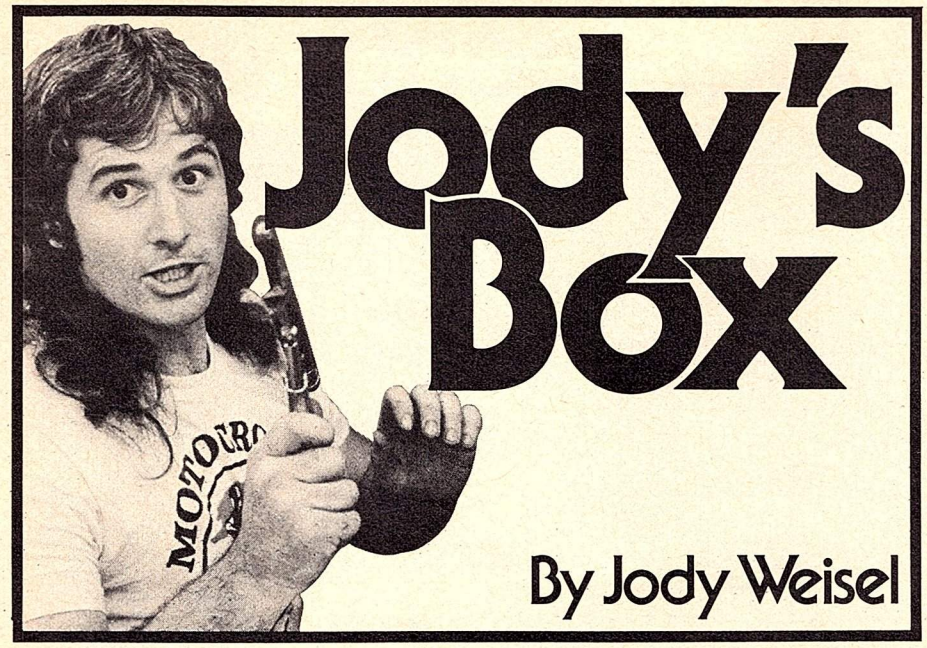


Jody's Box

By Jody Weisel

☐ There is no such thing as racing luck. No great humongous hand of fate comes out of the sky and twiddles its fingers on your throttle to move you to the front of the pack. Luck is not a gift, but rather a reward for some type of action or activity. The next time you're down at Buffalo Crunch Motocross Park and the guy who always beats you beats you again, bite your tongue before you blame it on racing luck. The difference between you and him, assuming you are of equal skill, is that somewhere on the side he has some energy force creating the will to win in him.

In my case the will to win comes from my girlfriend Louella. Being a racer's girlfriend is a hard life, and I take my helmet off to all the women out there standing behind the pitboards. I'd like to take my hat off and say how grateful I am to wonderful Louella, but Louella left me this Sunday afternoon.

Not that anyone blames her. Certainly her parents are pleased, and her friends think it is marvelous that she isn't running with that crazy motocrosser anymore. But in her leaving, old Louella showed me a thing or two about racing luck. I used to don my duds and go out to blow them off to impress her. This was early in our relationship, and I was only acting human in being a show-off. But from the day I decided to impress her, my racing luck got better and I started winning. Never had I been so fast through the signboard area. Wherever Louella stood I was blazing fast. Since I was about the same speed as my competition, this slight increase in speed wherever Louella stood resulted in victories. My opponents claimed that it was just racing luck.

The point is that when I first met lovely Louella my speed increased because I had a new energy force helping me to take advantage of those breaks. So, the first step for those of you who want to improve your racing is to find a sweet little woofie and take her to the races. If you don't improve at least three places over the week before, turn her in on a new model.

Everything was going along fine with luscious Louella and me for the first six months, but the blush was off of the rose a little. She didn't like sitting in the van all day at the races with smelly socks and leathers beside her. She started to become increasingly knowledgeable about the sport and berated me for letting some "squid stick it underneath you on that berm." When she filled one of my Heckel boots with plastic and inserted an electric fixture in it to make a "darling lamp," things had gone from bad to worse. Early in our relationship I taught Louella how to give me information on the pitboard, but now she was writing things like "Haste Makes Waste" or "Are You Awake" on it.

The disintegration of our relationship only made me go faster to show her that I didn't need her to win. I was even faster than before by the pitboard area because I was hoping to send a random roost on her. Still, she was my energy source. It is true that she had taken on the devil's advocate role and was demeaning my racing skill in front of my friends. Once at the riders' meeting she asked the promoter to explain the yellow flag to everyone 'cause she didn't want anyone to hit me when I crashed. That is cruel.

The second point for those of you who are mired in imaginary bad luck is to find somebody that you hate. If it has to be your new girlfriend, so be it, but it's better if it is somebody who has been running in front of you all year. Learn to hate that person, and then whenever they are at the races go out and show them how good you are. Racing luck is made, not handed out. If you want to win you have to put some effort in it. You will either prove yourself or get punched out.

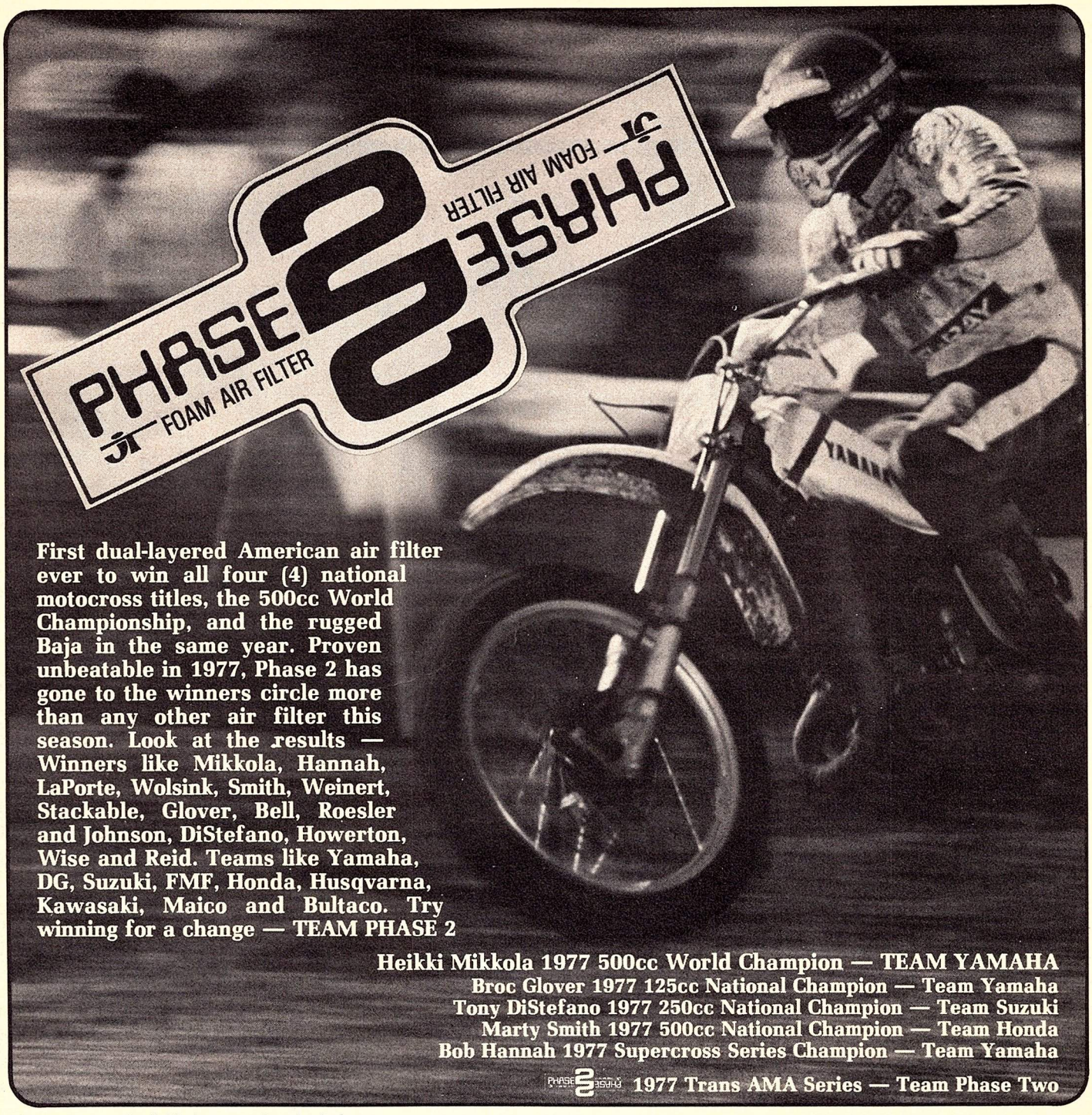
Louella calmed down after that stormy period. She still was a little too opinionated about racing, so I used to just talk to her about bore and stroke, main bearings, compression ratios and air/fuel mixtures until she mellowed out and got off my case. It was after the six-month period that she got to be one fine race woman. Coming home from the Nationals, she would put as many hours behind the wheel of the van as I would. She kept lap times as though she had been born Japanese, and was always ready with some cold Gatorade or clean goggles. It was during this period that I began to feel guilty for the way I had acted during the bad days of our relationship. The boot did make a pretty cute lamp at that, and the yellow flag had saved me more than once.

At this point in our relationship I was mellowed out. I felt guilty because she was working so hard on the sidelines. And this guilt made me want to win. If she could be so tireless in watching a bunch of motorcycles go around twice a week for a year, then I could be just as tireless in racing them. I did well because I wanted to work as hard at it as she was.

The third point is obvious. Someone is helping you race. Your dad might be paying the bills. Your mom might be packing you a lunch. Your friend Sam oils your chain and cleans your bike between motos. Or, like Louella, your girlfriend is right there by your side helping you out, regardless of how boring she thinks it is. Don't you feel guilty when all of these people put forth an effort and you come in 18th? Well, next week think about the people who are helping you. The guilt alone ought to be worth four places.

So today, after the races, I'm telling Louella for the tenth time how I stuffed this guy in the first corner and wheelied away with the win. And she is her normal, sweet self, and then, just when

Continued on page 66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By Holbert Holquist

WOMEN'S MOTOCROSS

Defending Women's Motocross Champion Sue Fish successfully repeated her 1976 performance to capture the 1977 title. In two full days of racing the girls went at it tooth and nail, and not painted nails, either. A crowd of male chauvinists gathered at Escape Country's Racing World track to watch the action. Fish won the 125 Grand Prix, 250 Grand Prix and the 125 MX event. Johanna Stenerson won the 250 Motocross.

* * * *

KEEP ON WORKIN'

While the Team Kawasaki truck was innocently parked in Fort Myers, Florida, some enterprising, but not too smart, thief made off with Gary Semics' 250 works engine. Since it's a factory engine, there are no parts available for it, and it is so different from the KX engines that it can't be used anywhere. Somewhere sitting in a closet is a powerful and potent engine. If it ever comes out of the closet, some thief will be locked in a closet called a prison for a long time.

* * * *

FOUR ON THE FLOOR

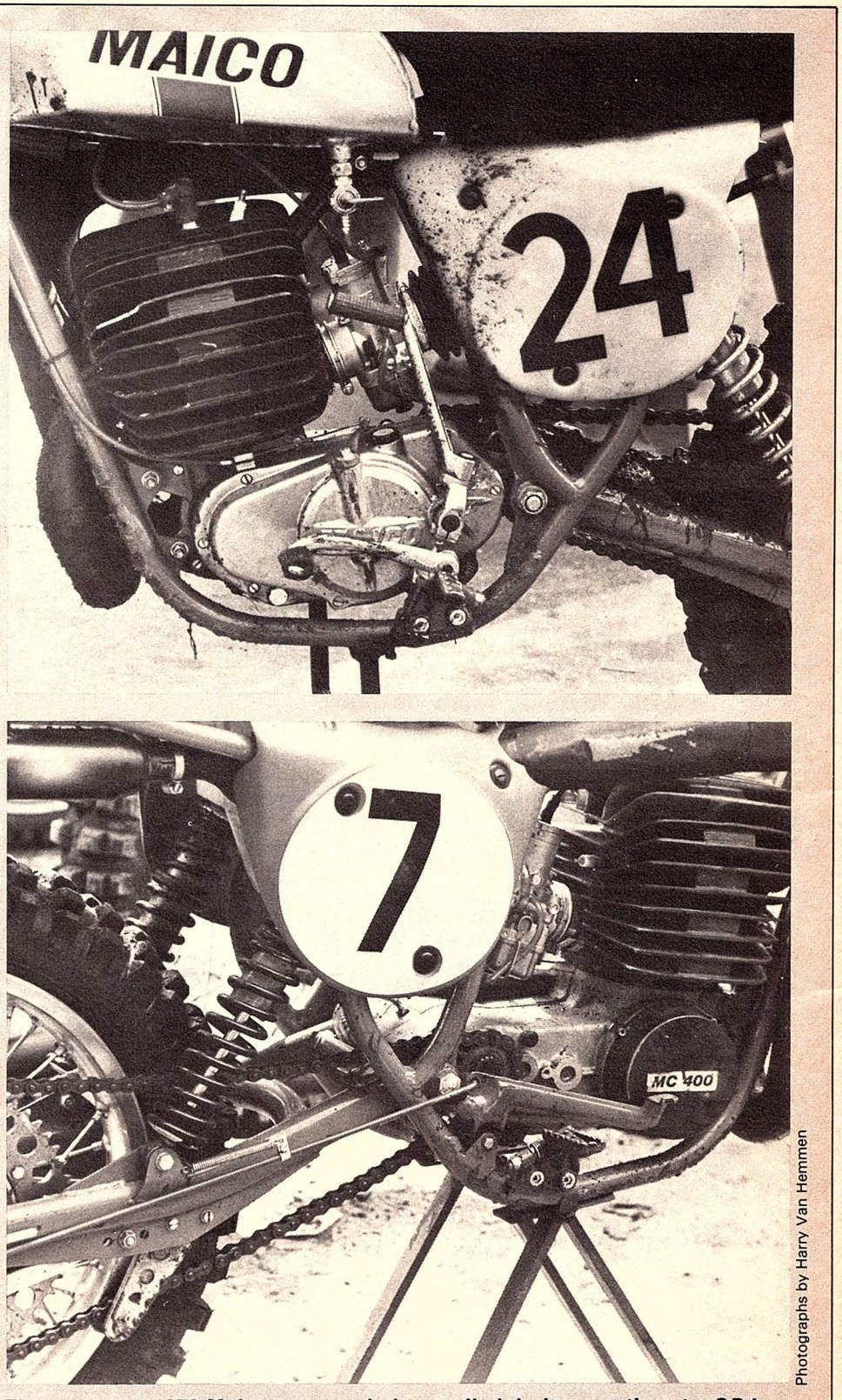
Suzuki is set to release a four-stroke dirt bike. Rumor has it that a Suzuki four-stroke single engine is wedged into an RM frame. Estimated displacement is at 400cc. Suzuki has a reputation for doing things right, so maybe the new Suzuki four-banger will be a step above the others.

* * * *

TRANS-AMA RUMBLES

The Trans-AMA circus is beginning to wind up its motors for a cross-country spin. Suzuki has decided to send a three-man team over from Europe. Roger DeCoster, Gerrit Wolsink and Gaston Rahier will join Tony DiStefano and Danny LaPorte in the International class. Japanese Champion Kojii Masuda is also expected to ride for Team Suzuki. English has been selected as the official team language.

Maico will be sending former Puch rider Herbert Schmitz over to represent the factory along with Texan Steve

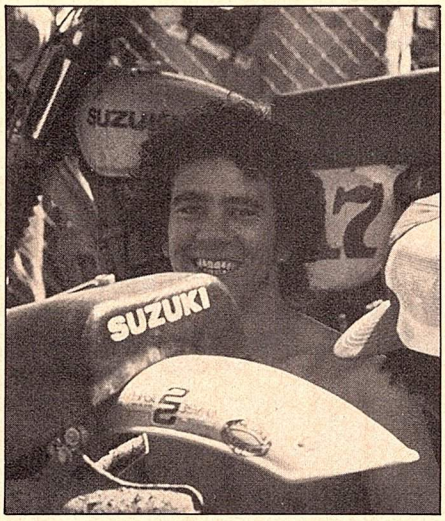


Photographs by Harry Van Hemmen

The prototype 1978 Maicos were quietly unveiled during practice at a GP in Europe. They have completely new cases, the swingarm runs through the crankcase, the countershaft sprocket is moved rearward and supposedly they will have new cylinders and tanks.

Stackable and Gaylon Mosier. Adolf Weil and Hans Maisch are expected to still be nursing injuries.

* * * *



WHERE'S THE BEAR

Billy Grossi, the Sugar Bear of motocross, has suddenly dropped off of the racing scene. Billy, who spent three years with Team Suzuki, has been released to make room for a new rider. Suzuki has yet to decide who will replace Grossi, if anyone this year. The split with Suzuki was amiable, and Billy hopes to be beating his teammates on another brand soon.

* * * *

IF THE SHOE FITS

Al Baker told a reader recently that he didn't think JT made a pair of leathers that would fit the reader's unusual measurements. JT sent us a note assuring us that there was no one in the world they couldn't fit. They have sizes from 22 to 38 and boot sizes from 4 on up.

* * * *

STADIUM EXPANSION

Over the past few years the number of stadium motocross races has grown tremendously. For the upcoming 1978 season the AMA has tentatively scheduled ten indoor events.

Some of the new cities being talked about are Boston and Seattle. Knowing the AMA, they will probably be on consecutive weekends, and our nation's highways will be endangered by the frantic coast-to-coast stadium race.

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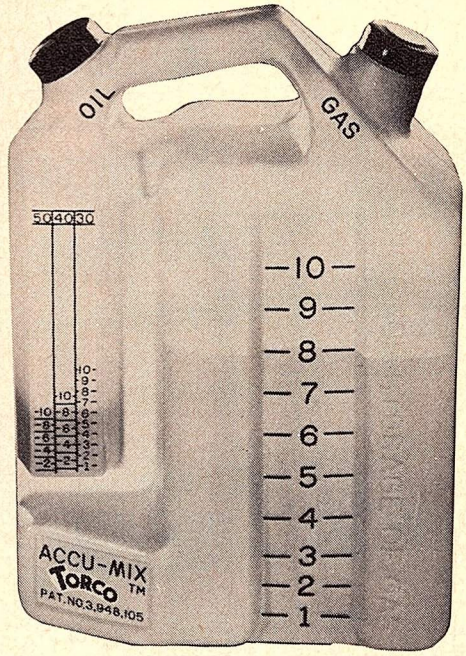

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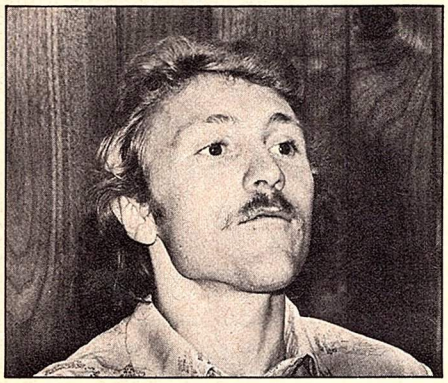


RAHIER OUT OF DANGER

Three-time 125 World Champion Gaston Rahier was rushed to the doctors by teammate Roger DeCoster just one week before the start of the Trans-AMA. Rahier suffered a ruptured right kidney when his bike landed on him at a Belgian 250 national race.

Rahier was operated on that night and is in stable condition. Roger DeCoster suffered a similar injury in 1966 that almost took his life. Perhaps Roger's experience and quick thinking saved his teammate's life.

* * * *

HARLEY'S AMERICAN EFFORT

Harley-Davidson will be sending the dynamic duo of Marty Tripes and Rex Staten out on prototype 351cc Harley-Davidsons for the opening rounds of the Trans-AMA. Meanwhile, the surprising news is that last year's Support class winner, and this year's Team Bultaco rider, Rich Eierstedt, will be guiding a factory 250 Harley to try to win his third Support class crown.

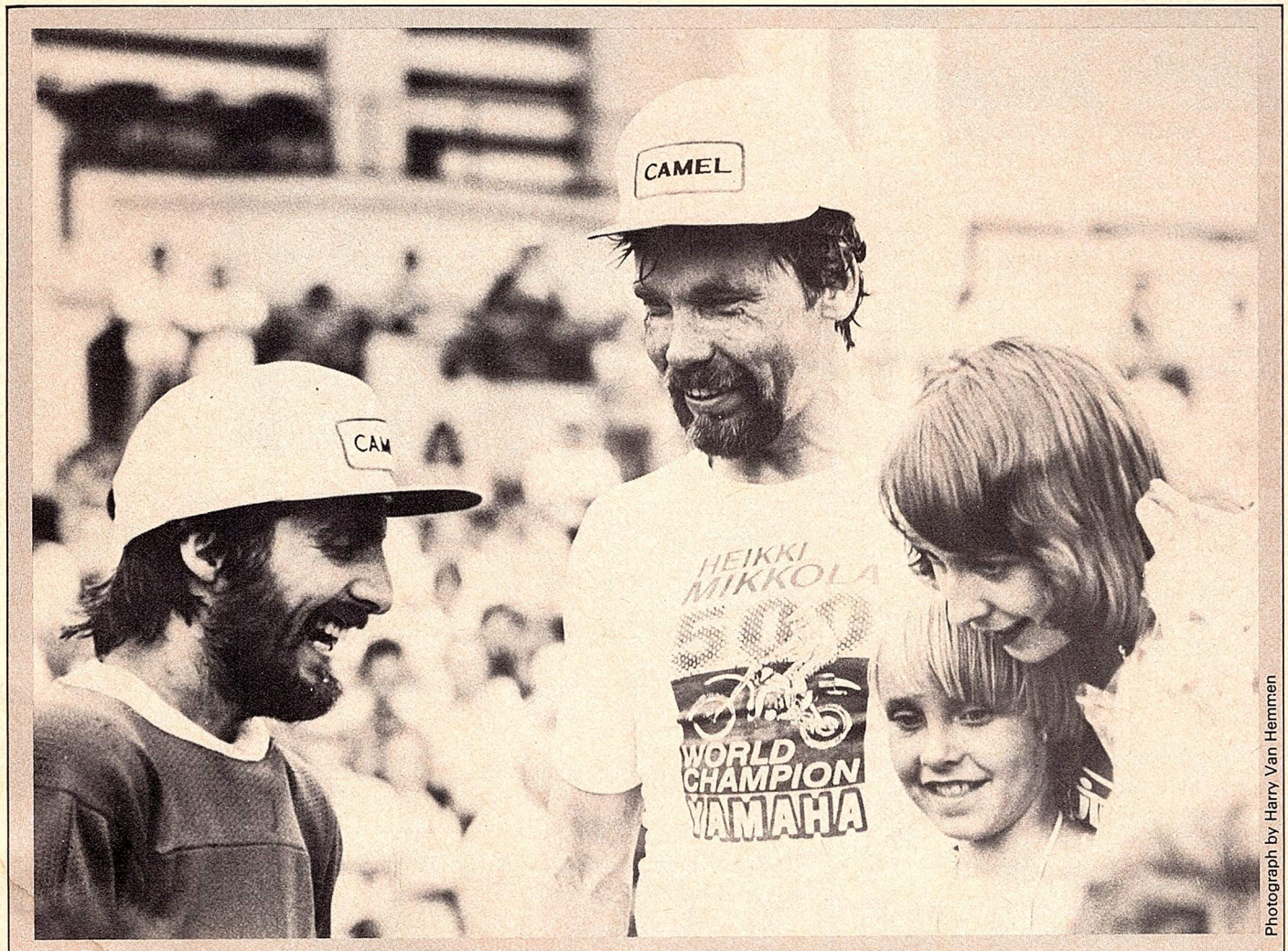
REINCARNATION

Jody and the Baz are such close racing buddies that it had to happen sooner or later. While prepping his bike for a night race one day, Jody's venerable 250 wouldn't start. Not being put off by mere mechanical failures, Jody tore the engine down completely, rebuilt the ignition and was planning on taking the black box apart when Suzuki mechanic Jay Lewis noticed a red rag stuck in the carb! A contest was then held to see which was redder — the rag or Jody's face.

* * * *

BULTACO WITHDRAWS FROM TRANS-AMA

Without a race ever having been contested, Team Bultaco has elected not to be Team Bultaco for the rest of



Photograph by Harry Van Hemmen

IT IS OFFICIAL. Heikki Mikkola is the 1977 500cc World Motocross Champion. And when he hit the victory stand after the final moto he already had the T-shirt printed.

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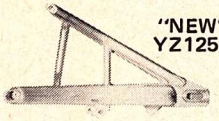

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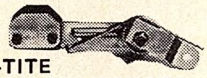

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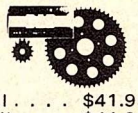

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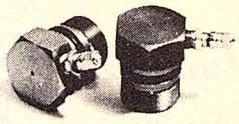

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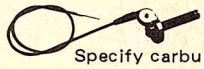

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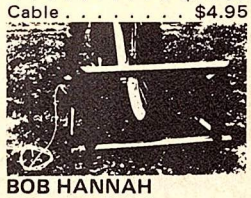

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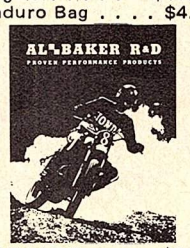

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Dirt

the year. The decision was based on the factory's reluctance to send former 250 World Champion Harry Everts over to America, and a delay in the arrival of 1978 production bikes.

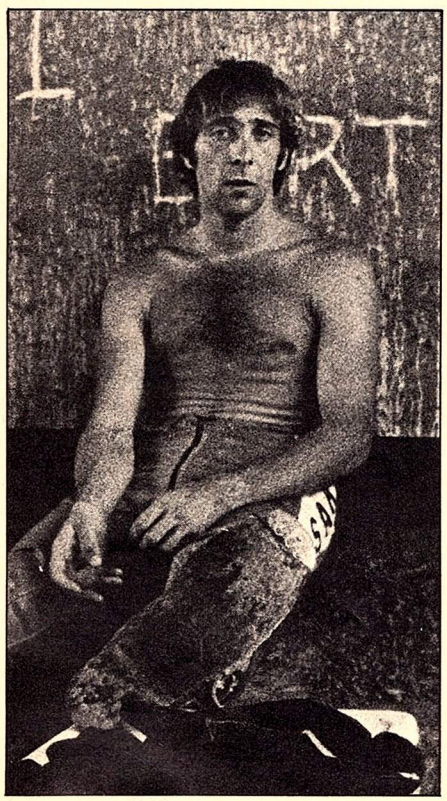
* * * *

WHERE IS NOYCE

Maico's youngest star is England's Graham Noyce. Noyce will miss the first few rounds of the Trans-AMA in order to finish racing the national series in Great Britain. He will join the series in progress.

Rumor has it that Noyce will not be with Maico much longer. Graham is the youngest and most talented rider to come up in the past few years in Europe. Most likely the Japanese firms will be snapping him up. Brad Lackey may be getting a teammate.

* * * *



WEINERT HEALING

Jimmy Weinert hopes to recover from his broken upper arm in time to do a few Trans-AMAs. Although Weinert considered retiring during his convalescence, he is now set to race. Jammin' Jimmy suffered some nerve damage which has slowed his recovery. But no one keeps coming back like the Jammer.

Tony DiStefano showed up at the St. Joseph, Missouri, 125 National with a 500cc motorcycle. Tony had elected to run the 500 Support class. The Big D started 50 feet behind the gate, let the riders go to the first corner, and had the lead by the end of both motos.

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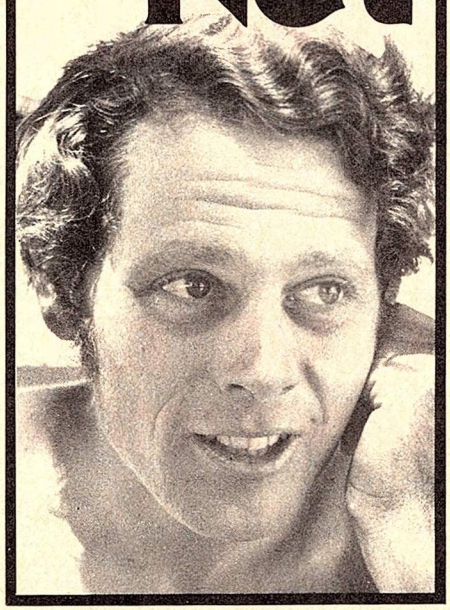

By Al Baker

PROFESSIONAL STUNTMEN

I would like to be a stuntman. And I would like you to tell me how to become a professional stuntman. P.S. I'm 18 years old.

Chris Mooring
Orlando, Florida

First of all, you must understand that there are different fields stuntmen specialize in. In the past the horseman was the most popular, now the car-driving stuntman keeps the busiest. There are few stuntmen who perform all types of stunts needed. The profession of a stuntman isn't just performing the stunt asked by a producer. A stuntman must engineer the entire act, from start to finish. Many of the stunts asked for are incredibly dangerous and require that a man have no common sense to perform them. I've heard of stuntmen being killed during an act, and always see them in bandages or braces. If you have your heart set on this adventuresome profession, you should contact Stunts Unlimited in North Hollywood, California. Or, better yet, contact Bill Sherman, a full-fledged stuntman, who performs many of DIRT BIKE Magazine's action shots. Ask Bill how he got into the association, and if he likes it. Bill can be contacted at (213) 981-2317.

UPDATING A '76 HUSKY

I own a 1976 360 CR Husky, which I got for an extremely good price because the new ones were coming in. I really enjoy the bike, but with all the improvements in the new bikes, I feel my bike is already outdated, mainly in the suspension department. I'd like to tell you what I had in mind, and see if you agree or have a better idea. The rear I've already modified, with the new gas Works Performance shocks, which gave me about 9½ inches of rear wheel travel. I'm completely satisfied with them. It's the front forks that seem harsh now. I was thinking of going to the new front leading axle Husky forks, and mounting them with triple clamps from Pro-Fab to improve steering and tractability. Also, will the steeper angle affect my straight-line stability? I race mainly motocross, but once in awhile I'll race the desert with my friends, who are desert freaks. What do you think? Maybe some different forks? Any suggestions you have would be greatly appreciated. I also have a few questions about the engine. When I first bought the bike, I had the carb punched out to a 38, but now no matter what I do it seems to run rich. Would a new carb be in order? Also, which do you think is the best pipe for my bike? I sort of lean to the Proto-Pipe. You helped me set up my '73 CR250 Honda with your suggestions, and I hope you can do the same for my Husky. I would greatly appreciate a reply, even if this isn't printed. But there must be other people out there with older Huskys, wondering the same questions. Keep up the good work — your magazine is the best.

Thanks for your time!

Greg Johnson
Pacific Palisades, California

I checked with the West Coast service manager for Husqvarna and was informed of a possible fork modification. It seems that if you replace your lower alloy sliders and damper rods with those from a '77 Automatic, you will increase your travel from a stock 190mm to 210mm. The replacement would be simple and would reduce the harsh action. The cost is approximately $150. Another alternative, rather than replacing your entire front end with that of a '77 CR,

would be to replace it with the new TTC — Tough Terrain Control — fork unit. The TTC fork offers 9.75 inches of travel and adapts to any frame and front wheel. The total cost of the unit is $220 — approximately half that of the '77 Husqvarna fork unit. My recommendation would be to install the plush TTC forks. The way your carburetor is designed, there is no secure way to anchor the metering needle. As a result, it floats in the needle jet while the engine is running and eventually oblongs the needle jet itself. This is typical of all Bing and Amal carburetors. The simple replacement of the stock jet will probably let it run clean and crisp again. If you want a new-style pipe for your 360, Malcolm Smith has a replacement very similar to the 390 version. The 390 pipe will fit, but does not work as well as your stocker. Malcolm's works as well as stock. Malcolm Smith's phone number is (714) 686-1006. The TTC forks are available from most competition shops.

YZ125C MONO MODS

I presently own a YZ125C. I was wondering what you know of the Mono-Mod from Orange County Cycle; or if you might recommend something else for more travel and better damping. I have the front end set up with magnesium Marzocchi forks.

Dave Stevens
Greenville, New York

To increase travel and damping performance, contact the mono specialist. The White Brothers Co. in Santa Ana has spent endless hours researching and improving mono shocks. Their 8.5-inch long-travel "kit" costs $49.95. Besides increasing the shock's travel from six inches to 8.5, White Brothers also features an internal valving modification to bring the damping specs up to "D"-type standards. Their labor cost is approximately $35. To add to the life of your shock unit, they also offer a "clamp-on-type" alloy shock cooler which costs $25. White Brothers can be contacted at: 11611 Salinaz Dr., Garden Grove, California 92643 — phone number (714) 638-1653.

Got a problem? Advice to the lovelorn? Bike worn out? Write Al Baker. These letters are real and the opinions expressed are those of Al Baker. Any similarity between these answers and those of patients in a mental hospital is purely coincidental.

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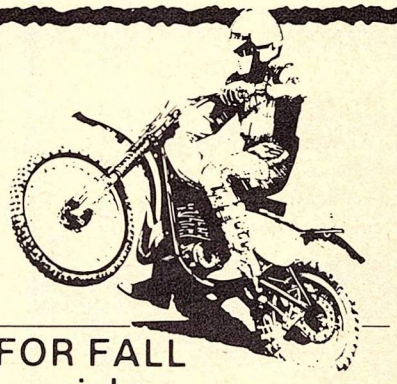

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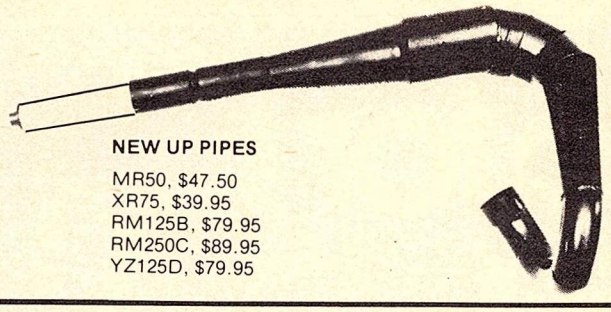
autumn specials



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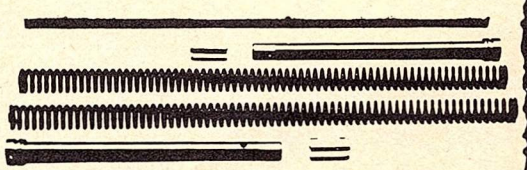

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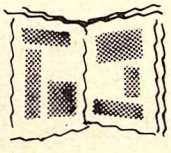

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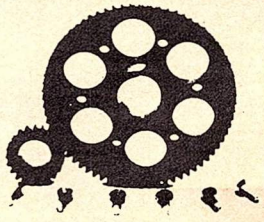

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COMP

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Mail Entries

ASK AND YOU SHALL RECEIVE

Dear MXA:

I think Bob Hannah is the best-looking guy I have ever seen, besides Rick Stroble (a guy who lives by me who races). How would I be able to write to Bob Hannah and his teammate Broc Glover? I hope you print my letter so Rick can read what I said about him.

J. Sutton
Kansas City, Kansas

Dear MXA:

How about putting more pit tootsies in your magazine? Or better yet, a whole magazine full of pit tootsies. Even Marty Smith said he would like that.

Warren Anderson
Cincinnati, Ohio

Dear MXA:

I remember that a while back you had a "Bionic centerfold" on Marty Smith. Do you plan on doing any more pictures on him? He is the best-looking motocrosser there is. I wouldn't mind dicing it out with him, anywhere.

Debi Holland
Sherman Oaks, California

Dear MXA:

Recently at Unadilla my girlfriend and I snuck into the pits after a moto and were fortunate enough to see Lumberjack Burgett in his birthday suit. Let me tell you, motocrossers are better!

Lisa Gamzuiihas
Buffalo, New York

NOT ANOTHER ONE!

Dear MXA:

My name is Idi Amin Dada and guess who I have? If you do not send me one trillion dollars I will attack your country. Shalom . . . Shalom . . .

I.A.D.
Uganda

Dear MXA:

What's all the hassle about the Baz for? If you turkeys don't deliver a YZ400D and two cases of Michelob to my home, me and my friends will kidnap Jody Weisel. By the way, for three cases of brew, I'll tell you who really has the Bazzer.

Tim "The Red Rocketship" Espinoza
Burbank, California

MOTOCROSS WRITER WANTED

Dear MXA:

Is anybody interested in corresponding with a 19-year-old boy?

Please write me and let's write about our great interest, motocross!

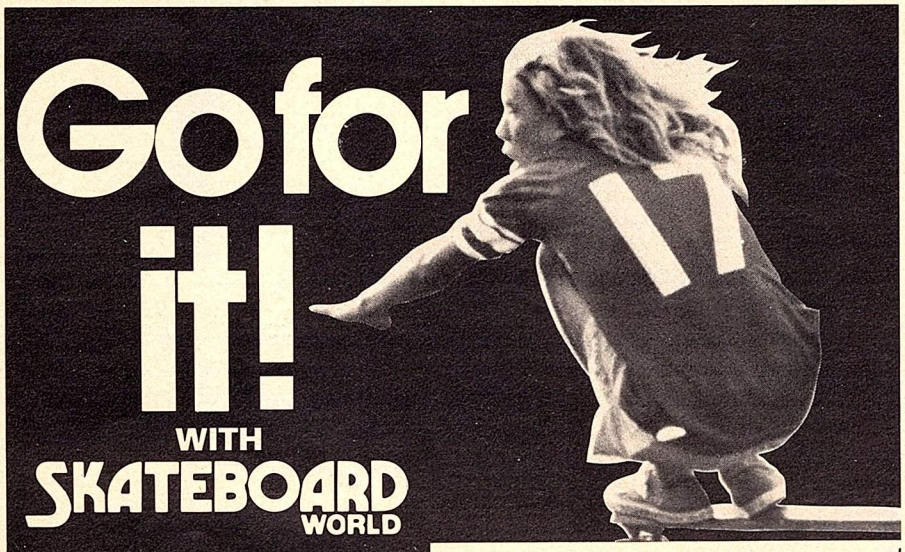
Rauno Hanninen
Laitatie 6
40420 Jyska, Finland

FAST WOMAN WANTED

Dear MXA:

Would it be possible to get any information on becoming a pen pal with one of your lady motocrossers? Then, perhaps exchange-trips to the U.S. and England could be arranged and some of your lady MXers could race over here. All boarding and lodging over here would be taken care of. Interested parties should contact:

Geoff Preston
9 Sibthorpe Drive
Sudbrooke, Lincolnshire, England



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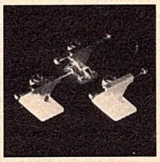

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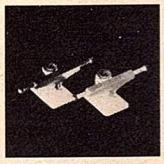

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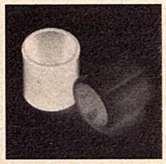

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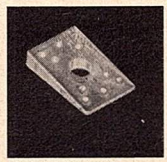

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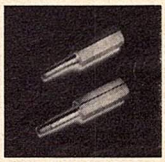

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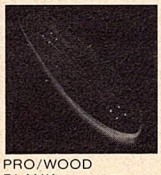

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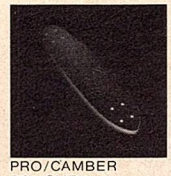

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No use dragging your "BOWS." When getting radical, protection for your elbows and forearms is a must. Available in white or rainbow colors.$5. per pair.

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PRO/BOARD 2 $35.
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Solid Oak Kick Tail in three lengths, 24", 27" or 29" ACS 651 black & silver trucks, PRO/5 WHEELS, ½" PRO/pads, IKS precision bearings and grip tape.

PRO/BOARD 4 $39.
Pultruded Fiberglass Deck in 24" or 27" length. Comes in black, blue, red, yellow or white; Camber Cutaway design. ACS 651 black & silver or black & gold trucks, PRO/WHEEL 5, ½" PRO/pads, IKS precision bearings and grip tape.

Quantity

_____ ☐ ACS 430 all silver
_____ ☐ ACS 430 black & silver
_____ ☐ ACS 430 black & gold

_____ ☐ ACS 500 all silver
_____ ☐ ACS 500 black & silver
_____ ☐ ACS 500 black & gold

_____ ☐ ACS 650 black & silver
_____ ☐ ACS 650 black & gold

_____ ☐ ACS 651 black & silver
_____ ☐ ACS 651 black & gold

_____ ☐ California Slalom
_____ ☐ X-Caliber Pro

_____ ☐ PRO/BOARD 1
☐ Camber ☐ Camber Kick Cutaway
☐ orange wheels ☐ red wheels

_____ ☐ PRO/BOARD 2
☐ 24" ☐ 27" ☐ Double Kick
☐ 27" *only* ☐ Double Kick Cutaway
☐ black ☐ red
☐ orange wheels ☐ red wheels

_____ ☐ PRO/BOARD 3
☐ 24" ☐ 27" ☐ 29"
☐ red wheels ☐ orange wheels

_____ ☐ PRO/BOARD 4
☐ 24" ☐ 27"
☐ black ☐ blue ☐ red
☐ yellow ☐ white
☐ red wheels ☐ orange wheels

Quantity

_____ ☐ PRO/WHEEL 1
_____ ☐ PRO/WHEEL 2
_____ ☐ PRO/WHEEL 3
_____ ☐ PRO/WHEEL 4
_____ ☐ PRO/WHEEL 5
_____ ☐ PRO/WHEEL 6
_____ ☐ PRO/WHEEL 7
_____ ☐ PRO/MAG
☐ red ☐ orange

_____ ☐ ½" PRO/PAD
_____ ☐ ½" PRO/PAD
_____ ☐ ½" MAD PRO/PAD

Quantity

_____ ☐ PRO/GRIP TAPE
_____ Ft. of 1" tape
_____ Ft. of 3" tape

_____ ☐ KOYO bearing
_____ ☐ IKS bearing
_____ ☐ (NEW) German bearing

_____ ☐ PRO/WRENCH
_____ ☐ PRO/T-WRENCH
_____ ☐ PRO/RAWLINGS HELMET
_____ ☐ PRO/RECTOR GLOVES
☐ small ☐ medium ☐ large

_____ ☐ PRO/AXLE EXTENDERS (precision)
_____ ☐ PRO/AXLE EXTENDERS (loose ball)

Quantity

_____ ☐ PRO/CAMBER POLISHED ALUMINUM BLANKS
☐ 24" ☐ 27"
☐ gold ☐ black ☐ chrome
☐ Camber only

_____ ☐ PRO/BURNISHED ALUMINUM BLANK
☐ 24" ☐ 27" ☐ Double Kick
☐ 27" only ☐ Double Kick Cutaway
☐ black ☐ red

_____ ☐ PRO/POLISHED ALUMINUM BLANKS
☐ 24" ☐ 27"
☐ gold ☐ black ☐ chrome
☐ Camber Kick ☐ Camber Kick Cutaway

Quantity

_____ ☐ PRO/GLASS BLANKS
☐ 24" ☐ 27"
☐ black ☐ blue ☐ red
☐ yellow ☐ white
☐ Flat ☐ Camber Kick Cutaway
☐ Cutaway Flat

_____ PRO/WOOD BLANK
☐ 24" 27" ☐ 29"

_____ ☐ PRO/ KNEE PADS (pair)
☐ white ☐ colors

_____ ☐ PRO/ELBOW PADS (pair)
☐ white ☐ colors

Quantity

_____ ☐ PRO/HARDWARE
_____ ☐ PRO/MOUNT KIT

All boards are shipped unassembled.
Minimum order is $25. plus tax & shipping.
California residents only add 6% sales tax.
Check, postal money order, bank money order accepted. All foreign orders MUST send $U.S. conversion. THANK YOU.

Add the following amounts for postage.
$3.25 for complete boards ($5.50 foreign).
$2.25 for blanks ($4.50 foreign).
$1.75 for 2 trucks ($3.50 foreign).
$1.25 for 4 wheels ($3.00 foreign).
$1.25 for small items such as bearings, tools, etc.

$_____ TRUCKS
$_____ WHEELS
$_____ ACCESSORIES
$_____ BLANKS
$_____ COMPLETE BOARDS

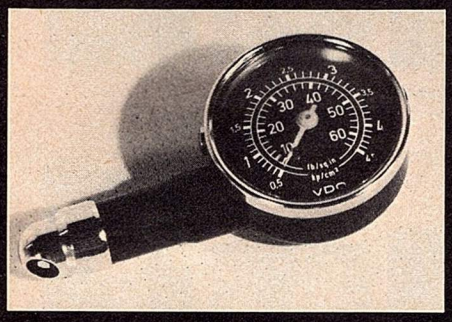
$_____ CALIFORNIA SALES TAX
$_____ SHIPPING
$_____ TOTAL

PO BOX 6A,
BALBOA ISLAND,
CALIFORNIA 92662

SHIP TO: _____
ADDRESS: _____
CITY: _____
STATE: _____ ZIP: _____

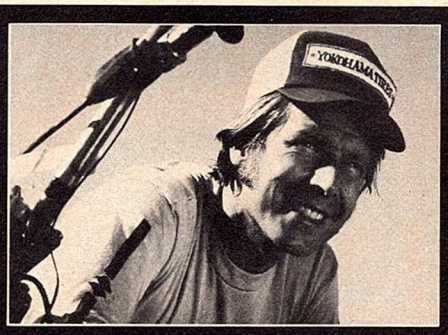
MINIMUM ORDER IS $25. PLUS TAX & SHIPPING.

Tricks From The Trade



P-S-S-S-S-T, GOT A MINUTE?

With conventional tire gauges, your reading lasts as long as you have your gauge on the valve. With the VDO tire pressure gauge, readings stay on until released by a zero reset button — thus affording a more accurate reading. This all-metal gauge measures from eight to 62 lbs./sq. in. Supplied with a protective plastic case, the VDO tire pressure gauge is available through Webco dealers at a suggested retail price of $12.95.

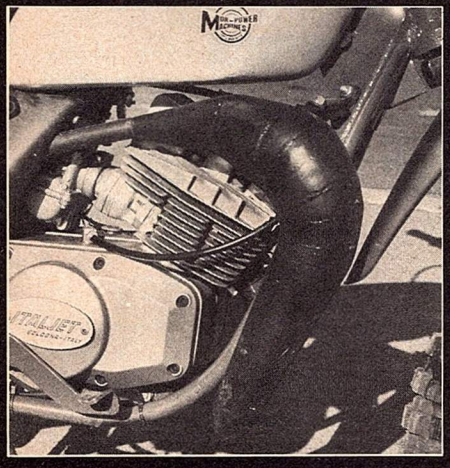


RD DIGS YOKOHAMA

Roger DeCoster has joined Yokohama Tires to help with development of their Super Digger MX tires. The RD plans to use the Super Digger both in Europe and for the upcoming Trans-AMA here in the States. With Roger's many years of Grand Prix experience, rider feedback to the factory should result in some hot competition for the moto-tire business. Look for some new knobs to start hitting the dirt in the coming year.

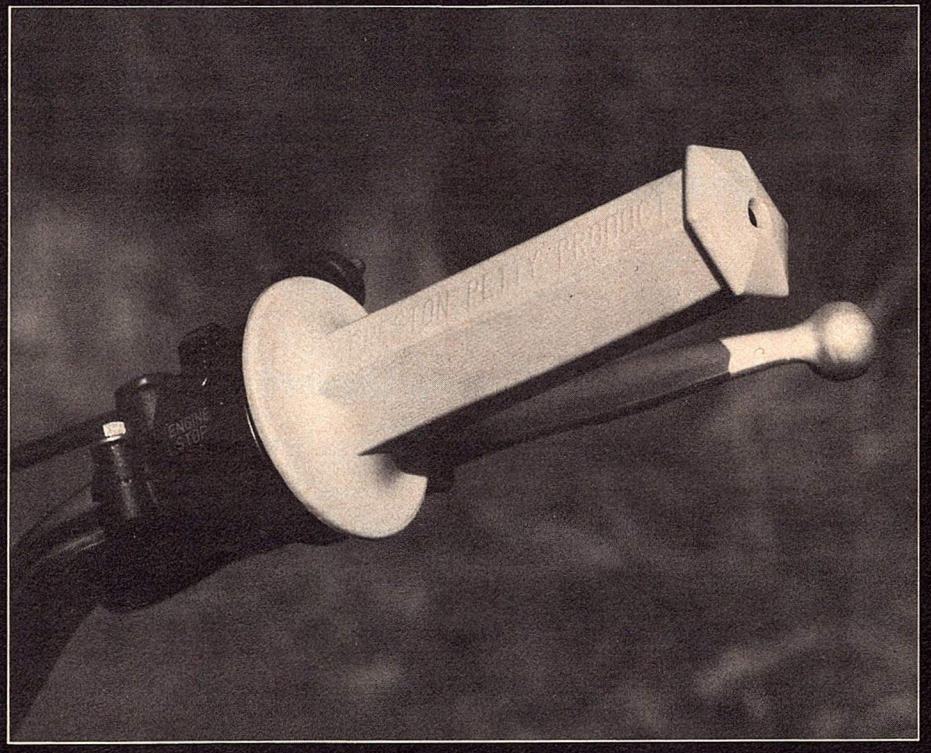
STARTING GAIT?

Are you starting at a gait instead of a full gallop? Bad starts could be your problem. If so, the Bob Hannah practice starting gate could be for you. All you need is someone to pull the gate, some ground to roost on, and $44.95. Bob Hannah used the gate to practice extensively during the Florida Winter-Series, and took six holeshots out of eight motos. From Answer Products, Dept. MXA, 11555 Amanda Dr., Studio City, California 91604.



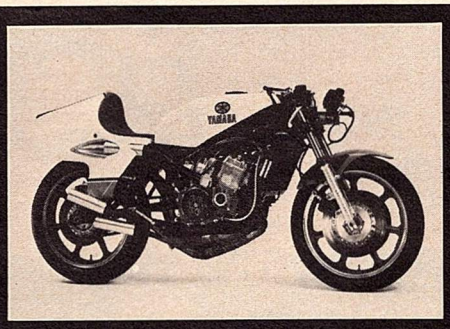
MINI UPPERS

As mini-bikes become more and more sophisticated, so do the customers. What was once a toy to be thrashed and thrown in the garage has now become a miniature mechanized marvel. Whatever is trick on the big bikes eventually finds its way to the peewees. Up-pipes are less likely to get trashed than the downers most minis come equipped with, so the fine folks over at Mor-Power machines have come out with an up-pipe for the Ital-jet X-50R. It comes complete with silencer and sells for $79.95. For more info, contact Mor-Power Machines (formerly Myerscough Machines), Dept. MXA, 12143 So. Studebaker, Norwalk, California 90650, or phone (213) 864-5214.



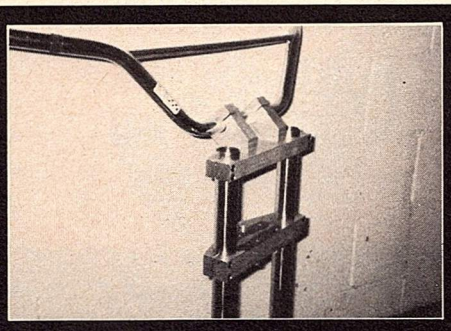
VOODOO HEX GRIP

Preston "Mobutu" Petty is now making the hex grip out of a new, extra-soft rubber compound that makes for a more secure and less tiring grip. A thumb indentation on each grip allows for more accurate positioning of the grips. The holes in the ends have been plugged, as it was decided that a hole was a bad idea — since it lets in mud and water, thus sticking your throttle, etc. A shorter version of the hex grip, called the J-Hex, is available for shorter throttles. Colors are black, yellow, red and blue, at a suggested list price of $4 from PP dealers everywhere.



NEVER RACED?

Looking for that little edge over the competition? Well, Yamaha's secret weapon in the open class has just been revealed. Designed especially for the rough-and-tumble world of Southern California motocross, only a tire change would seem in order. Starts should be no problem, as you should be able to pull anything to the first turn without shifting out of first. With a top speed of over 180 mph you shouldn't have any problems passing anything in your class. If you feel all you need to win is a little more top end, then this could be the bike for you. Potential go-fasters should contact Yamaha Motor Corp, Dept. Berserk, P.O. Box 6620, Buena Park, California 90622.

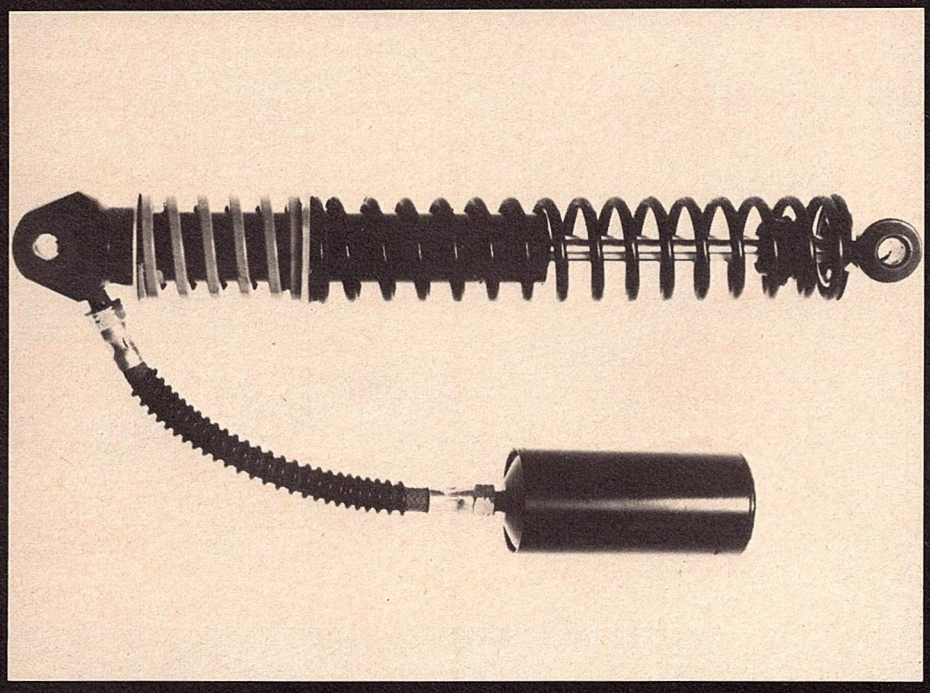


KTM TRIPLE CLAMPS

Stock triple clamps on Marzocchi forks leave a lot to be desired — they flex considerably and often crack. Those good ol' boys down at Trail's End offer a machined alloy version, using four aircraft bolts, with a full inch on the top clamp and an inch and a quarter on the bottom triple clamp. Offset handlebar mounts ala Husky-Yamaha allow servicing of the forks without handlebar removal. The clamps can be installed using the existing bearing races, and retail for $112.50 a set. To order a set, contact Trail's End, Dept. MXA, 25449 Mission Blvd., Hayward, California 94544, or call (415) 278-1565.

FLYING SUIT

Donny Emler over at the Flying Machine Factory, aghast at the lack of factory chic among the privateers, has decided to do something about it. No longer need you sulk in the shadows when the factory stars parade by in their zoot suits. With Uncle Donny's Ocean Pacific Designed Windbreaker, styled in the team colors of crimson and gold with the Flying Machine logo proudly emblazoned on it, you'll have the factory stars eyeballing your threads. Available in adult sizes S, M and L, it's yours for $27.95 at the Flying Machine Factory, 1416 West 259th St., Harbor City, California 90710.



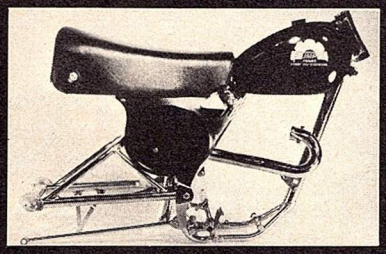
GASSERS FROM GIRLING

Girling has finally hopped on the shock bandwagon with a pair of their own gas reservoir shocks. Reservoirs mean an increase in gas and fluid capacity, which means reduced working temperatures and longer working life. The shocks are available in hard or medium dampening, and in lengths of 13, 13.5, 14 and 15 inches, and will fit the complete range of Girling springs. Available from all outlets stocking Girling motorcycle equipment.

MOTOCROSS FOX

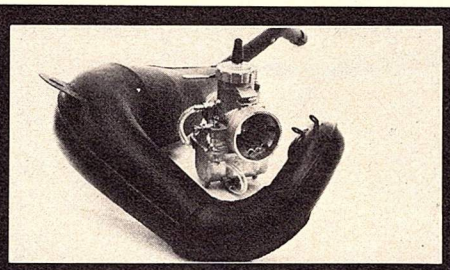
Bates' new "MX'er" is a sporty, crew-necked sweater for that low-mileage pit woofie you've been meaning to get something for. While you're at it, you just might want to get a "Cardigan" lightweight sweater for yourself. With its zippered front and complementary stripes and motorcycle design, you're sure to attract gorgeous tootsies, just like Alfonz here. Available through Bates dealers, or by adding $2 to the retail price of $25.95 for the "MX'er" and $27.95 for the "Cardigan" you can order it directly from Bates Industries, Inc., P.O. Box 2668, Dept. MXA, Long Beach, California 90801.

Tricks From The Trade



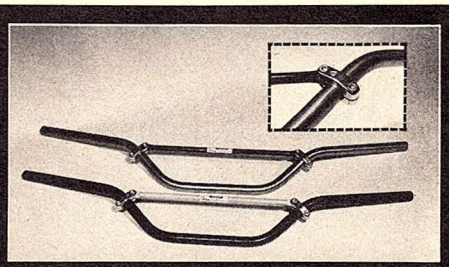
HONDA THUMPER FRAME KIT

Knobby Shop International is marketing a new Twin Shock Cantilever motocross frame kit for the Honda XL250/350 four-bangers. Each kit comes complete with main frame, swingarm, 1.5-gallon MX tank, GP seat, side number panels, air box/baffle plate/rear shock boots and GP filter, tuned exhaust pipe, rear brake (floating) anchor arm, footpegs and brackets, rear brake pedal, Timken tapered roller steering head bearings, rear axle and hardware (100-percent metric). Thumpers will be available on a first-order, first-delivery basis. Further inquiries should be addressed to Knobby Shop International, P.O. Box 1592, Dept. MXA, La Jolla, California 92038; phone (714) 452-1783.



KIT CARSON

If Johnny were out there dicing it out with you for eighth place in the 125 left-handed beginner class, you don't think he would be riding a stock RM125 like the other 29 guys, do you? In the fierce 125 class, where motors and enthusiasm run WFO, each rider is always looking for that little edge over the other guy. The Moto-X Fox is offering that edge for sale in the form of a kit to increase the power for RM125Bs. The kit consists of a new pipe, porting, and a prejetted 34mm Mikuni carb that is the same setup Pat Richter used to take Top American at the 125 USGP in Ohio. For further details contact Moto-X Fox, 520 McGlincy Lane, Campbell, California 95008; phone (408) 371-1221.

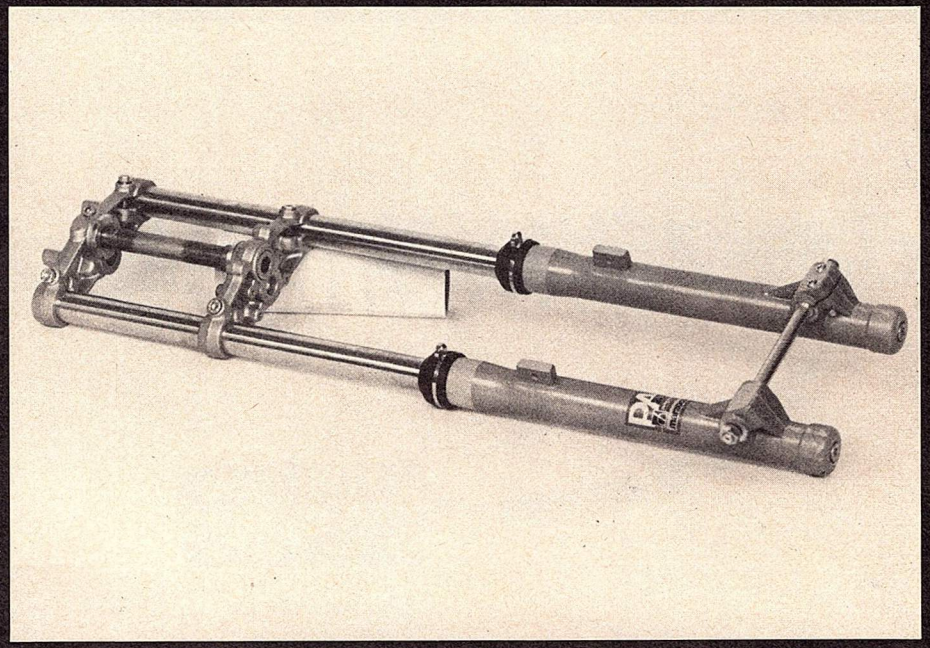


STAR-BARS

Ever since Rich Eierstedt put on a pair of these funky looking bars with the bolt-on cross-brace, riders have been hot to know where they could get a pair. Well, Renthal Ltd. of England markets these bars, made of high-tensile aluminum tubing, which are claimed to be lighter and stronger than chrome moly bars. They come in three different bends: the CZ bend, the Husky stoop and the John Banks recline. They're available in assorted colors with the cross-brace either yellow or black. Interested parties should contact Knobby Shop International, P.O. Box 1592, Dept. MXA, La Jolla, California 92038. Interested partyers should contact the assistant editor whenever possible.

NECTAR FOR THE MODS

When it comes time to replace that slimy goo that's accumulated in your rear shocks, try the champagne of bottled oil, Bel-Ray LT shock oil. It's available in three weights — LT100 (SAE 5), LT200 (SAE 10) and LT300 (SAE 20) — and comes in a graduated eight-ounce bottle. It also works well when used with air-oil forks. For more information on Bel-Ray shock oils write: Bel Ray Western Office, P.O. Box 1520, Dept. MXA, Huntington Beach, California 92647.

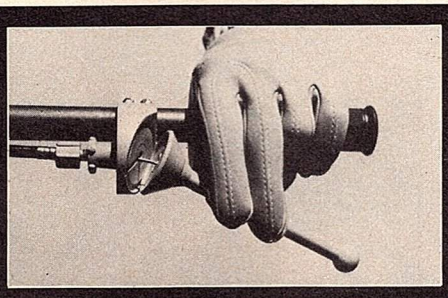


SANO MARZOCCHI

Didn't he invent the plug wire? Well, Sano and his brother Luigi had to invent something for the plug wire to go to. Thus came about motorcycles and eventually Marzocchi front forks. PDI (Performance Distributing, Inc.) was quick to see the genius of the Marzocchi brothers, and offer the 9¾-inch long-travel Marzocchi forks for your CR125 Honda. Forks come complete with axle and triple clamps, and are available in aluminum — $219, or trick magnesium — $295. For more info contact Sano, Dept. MXA, 5276 Valley Industrial Blvd. South, Shakopee, Minnesota 55379; (612) 890-5541.

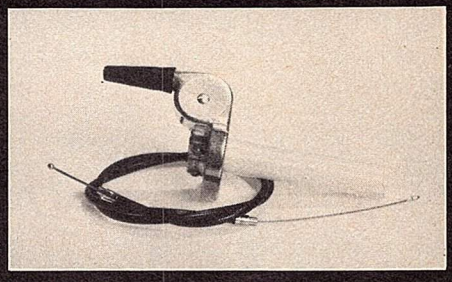
TIME TO ROOST

Time flies, and now so can you with your own personalized wall clock. Just send your favorite berm shot, sky shot or loop-out to V.I.P. Timepieces, and they will assemble it into a natural hardwood frame using your color slide, negative or smaller photo. Black and white photos are also printed in your choice of brown tones or black and white. Cordless clock with 8x10-inch print is $26.95; 11x14-inch goes for $34.95. If you're interested, contact V.I.P. Timepieces, Dept. MXA, 71 E. Leanna St., Chula Vista, California 92011.



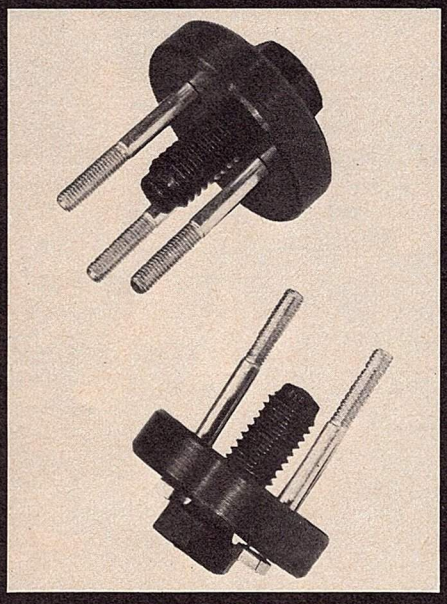
SWIZZLE STICK LEVER

Unique swizzle stick design makes for impromptu cocktail time should old paint expire out on the trail. It's known as the "Joy Stick," for obvious reasons. The patented Eagle 360 lever works from any angle and supposedly offers a more natural, downward operation for clutch or brake, thus providing better leverage. The lever and assembly are made of virtually unbreakable Lexan. Finish is in non-glare black, and they are available from Ross-Myring Engineering, 8822 Zeiler Ave., Dept. MXA, Pacoima, California 91331.



GUNNAR'S GASSER

Gunnar's Gasser is not a knee-slapping, hilarious story Gunnar likes to tell at parties. Instead, it's a throttle assembly that eliminates kinked throttle cables and DNFs from broken throttle assemblies. A shorter cable with less bend gives easier, smoother pickup action. They are already used by many of the top national motocross riders, and are available from dealers carrying Torsten Hallman products. It's Hallman part #04-505, and it sells for $17.95. WEST: Dept. MXA, 1300 Hill St., El Cajon, California 92020; phone (714) 442-0431.



SUZUKI RM-SERIES FLYWHEEL PULLERS

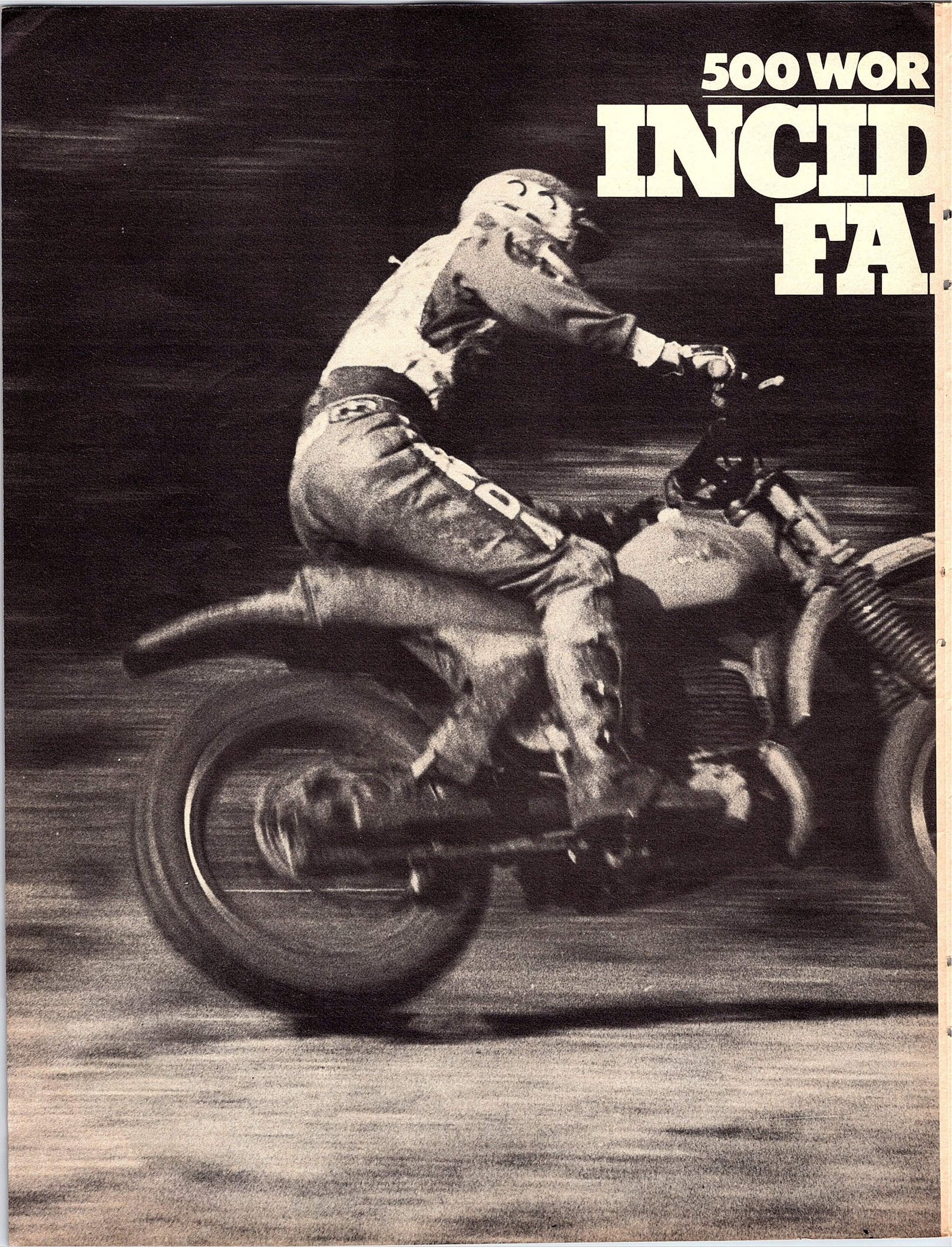
Should you need to probe inside the bowels of your RM Suzuki, one of these heavy-duty flywheel pullers from K&N Engineering should be on your shopping list. K&N's puller comes with a strong center push bolt, and strong metric-thread securing bolts. For the RM125, specify Part No. T-108, list price $5.95. For the RM250 or 370, specify Part No. T-109, list price $4.95. K&N Engineering, P.O. Box 1329, Dept. MXA, Riverside, California 92502.

"AIN'T GONNA HARM THAT OZONE LAYER NO MORE"

Yes, those nasty fluorocarbons claimed to harm the ozone layer will no longer be drifting in the wind if companies like PJ-1 can help it. PJ-1 Corporation, which markets PJ-1 chain lube, contact cleaner and fork oil, has removed all fluorocarbons from their products. Next time you're buying chain lube or contact cleaner, check and see whether or not it contains fluorocarbons. Every little bit helps. PJ-1 also markets patches, T-shirts, jerseys and hats. For additional info, drop 'em a line at P. J. Harvey, American Advertising, Dept. MXA, 15840 Ventura Blvd., Encino, California 91436.

VAN PLAN

Is your van starting to look like a garbage scow going to the races? Your girlfriend wouldn't think of even going out to the drive-in, much less out in public, in your crudmobile? Auntie Jane hasn't passed away leaving you a sizable inheritance, so paying someone else to fix it won't do. Ah-ha — but you do have the 20 bucks she sent you for your birthday and it's burning a hole in your pocket. Consider the T&H Van Works Interior Pattern Kit. It contains complete instructions with fully illustrated cut-and-trace pieces. Patterns for all vans are only $20 plus $1.50 postage and handling. (Include year, make and wheelbase when ordering.) T&H Van Works, 7833 Canoga Ave., Dept. MXA, Canoga Park, California 91304.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LD CHAMPIONSHIP ENT AT RLEIGH CASTLE

Lackey wins British GP

By Frank Melling

☐ The British do not possess a concept of history in the sense in which most nations understand the word. To them, there is no delineation between past, present and future. The past is linked with the present in an infinite number of ways, and these two strands intertwine to make the future. Each one is part of the other and none may stand on its own.

So, when the GP circus rolled past the medieval Farleigh Castle and wound its way down the tiny Wiltshire lanes into the grassy paddock reserved for the world's best motocross riders, none of its contingents were very surprised to find that the local aficionados were talking not of the chances of DeCoster, Mikkola and Lackey, but rather about whether Graham Noyce would repeat Don Rickman's crushing victory over the foreigners in 1966. After all, only 11 years had elapsed and if, lamentably, Triumph Metisses were not competitive anymore, then certainly Noyce's Maico was good enough to give the opposition a run for their money.

Since the GP was in Britain, the home contingent could be expected to excel as they always do when riding in front of a partisan and enthusiastic home crowd. The number one favorite was Graham Noyce, riding the factory Maico and returning to the GPs after a six-week period of recuperation brought about by a nasty ligament injury. Supporting the British number one were three CCMs, any one of which could produce a good result. The number one machine was ridden by John Banks, who was feeling confident after a good fifth place in Canada. Supporting were veteran Vic Eastwood, now reaching the end of his GP career but still quick enough to make the places, and Bob Wright, a very hard young man, affectionately described by CCM supremo Alan Clews as, "Heikki Mikkola without the GP experience." Wright, too, could produce the goods if he didn't crash in the process.

Finally, there was the 500cc "private" four-stroke Yamaha ridden by Bengt Aberg, which had threatened to produce a spectacular result so often during the season but never quite managed it. Aberg, too, could provide a surprise.

Brad Lackey knocked off his first 500 GP overall win on the Farleigh Castle circuit with a 1-4 score. Roger DeCoster set fast time in practice only to have throttle cable problems in both motos. There was a lot of bilingual discussion.

FARLEIGH CASTLE

The steel gate slammed shut for the first moto and at the first corner there wasn't a clear leader. There was definitely one coming out, though — and to everyone's surprise it was CCM's Bob Wright. In classic Wright style, when everyone else had shut off for the first bend, Bob kept the throttle wide open and simply rode 'round the whole pack, just like Kenny Roberts at Daytona.

Wright was still in the lead at the end of the first lap, but was being heavily pressured by Noyce and Andy Roberton, who was riding a standard Montesa for British importer Jim Sandiford. DeCoster and Mikkola were well behind, racing among the back markers, but Lackey was in a strong sixth place and well in contact with the leaders.

Twenty minutes later Lackey was in the lead, after Noyce had stalled his Maico in the track's only mudhole. Mikkola had been off his Yamaha twice and was soldiering on without a front brake, while Wolsink and DeCoster were both struggling with sticking throttles. Wright was still in the race with a strong sixth, and Roberton was having an inspired ride, keeping his Montesa in fifth place.

Two laps later, Aberg had worked his four-stroke Yam into second place and was challenging Lackey, who was now leading after Noyce had smashed his clutch lever. But the Swedish veteran found the pace too hard, and although closing on Brad, never made a viable attempt at first place.

Despite his mechanical problems, Wolsink was determined to get some sort of result, and ten minutes of inspired riding brought him up to second place, pursued by West German Herbert Schmitz, who was extremely quick, if somewhat erratic. Wolsink threw his Suzuki after the American's bright red Honda like a man possessed, and on the very last corner looked to be making a successful bid for the winner's laurels. Instead, his chain snapped and it was a very relieved Suzuki team who gratefully accepted second place as Wolsink coasted over the finish line with a dead engine. Aberg finished third, with Schmitz fourth, Roberton fifth and Wright sixth. Neither Mikkola nor DeCoster finished the race.

In between motos, the paddock buzzed with Roberton's fantastic effort — for it had been many a day since anyone had gotten a near-standard production machine in the first five of a GP. What many aficionados seemingly forgot was that Roberton is nobody's fool, and had done more than his fair share of GP racing with AJS, Husqvarna and BSA. The Montesa was clearly competitive, and with one good ride under his belt, there was no reason why he should not upset the form books in the second race as well.

This time, Wright was not to make another fairy-tale start. In fact, his bike jammed in gear and he never even made the first corner. Herbert Schmitz led the pack, with Noyce and Lackey second and third, respectively. For seven laps the race followed this pattern, until Schmitz holed his exhaust and the Maico lost most of its power.

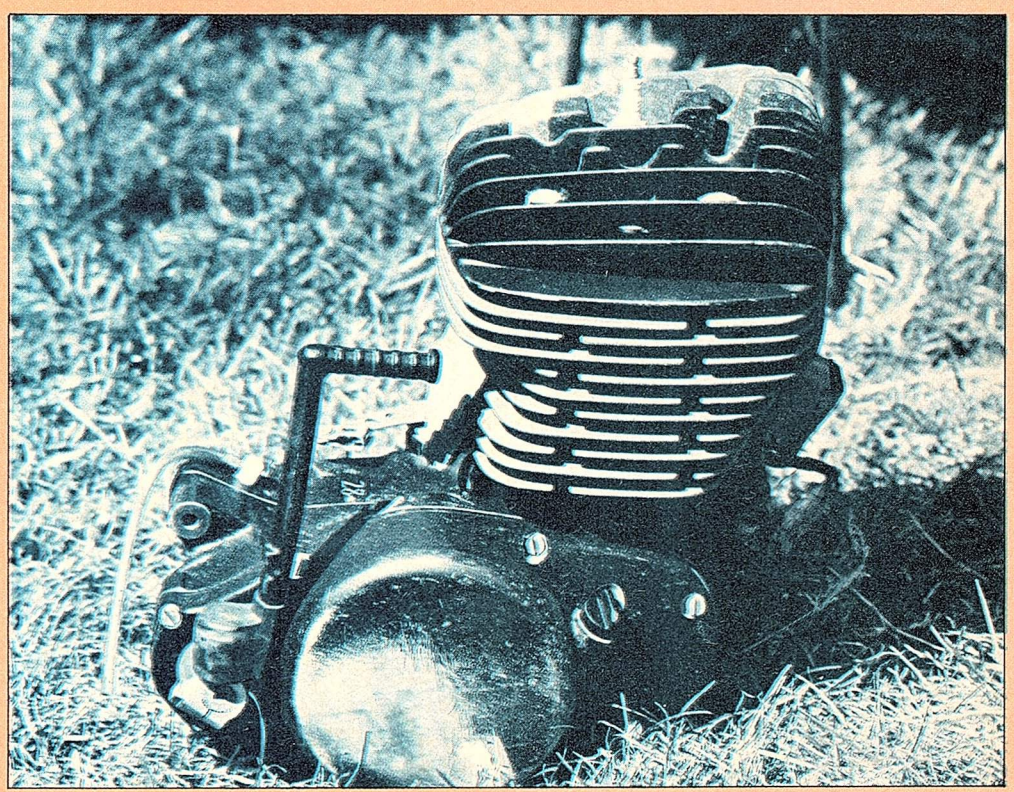
Out came the Union Jacks and fans began savoring another British victory, particularly when Banks deposed Lackey and brought his all-British CCM into third place. Mikkola also took Lackey, and then sat back while the two British riders battled themselves into the ground fighting for first place. When they were nicely exhausted, Mikkola flicked the two-stroke Yamaha past them in effortless style and cruised on to a comfortable win.

Meanwhile, Noyce was feeling the effects of having missed four GPs and, obviously tired, tangled with the ropes surrounding the mudhole. Banks forced his CCM past and went on to take a well-earned second place, with Noyce close behind in third. Lackey, working off his pit signals, rode a steady race for fourth, while Hakan Andersson, no doubt stung into action by Roberton's first-race efforts on the standard Montesa, forced his factory special into fifth. KTM number one Jaak van Velthoven came in sixth, with Roberton a good seventh.

DeCoster had retired again with a sticking throttle, while Wolsink had stopped to replace a chain which jumped the sprockets and had also experienced trouble with his throttle, finally managing tenth place. A sad day for the Suzuki team and one which left them loading the bikes into their van with grim faces.

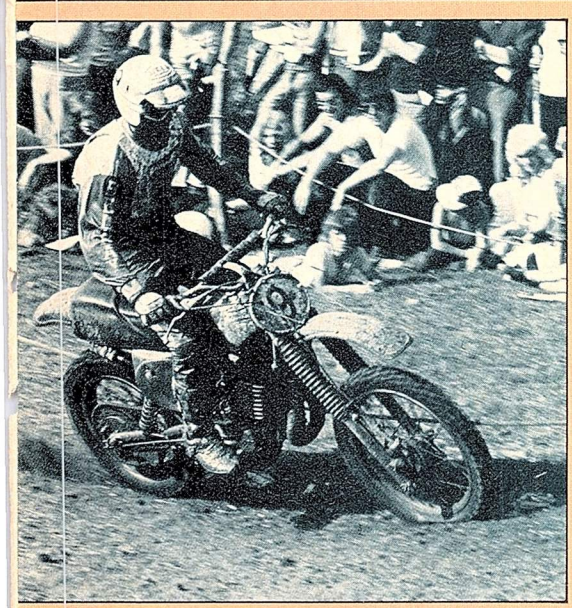
Team Honda were delighted, for Lackey had won overall and Andy Roberton had taken second place with two steady rides. However, since Andy had ridden in the Spanish 250 GP, he was ineligible for points, so Wolsink finished an official second, with Mikkola third and Banks fourth.

Continued on page 64

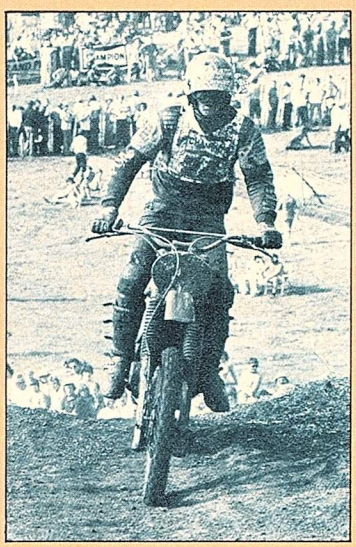


The scourge of the Open class this year has been this engine and Heikki Mikkola, both reputed to possess awesome horsepower.

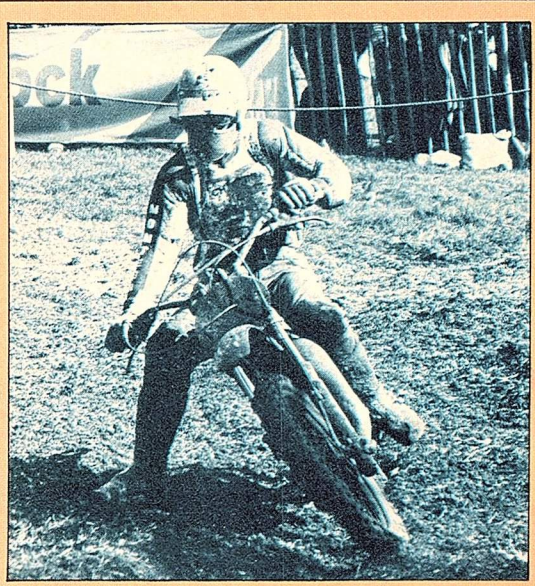
As Gerrit Wolsink so aptly put it, "Heikki Mikkola really got his act together, and looks to be this year's Open GP Champion."



Adolf Weil makes tracks on the fast and grassy Farleigh Castle circuit.



England's rising star in GP motocross, Graham Noyce, was looking for a win on his home turf until fatigue set in.



Hakan Andersson gets on the gas on his factory Montesa to catch front-running Andy Roberton's production Montesa.

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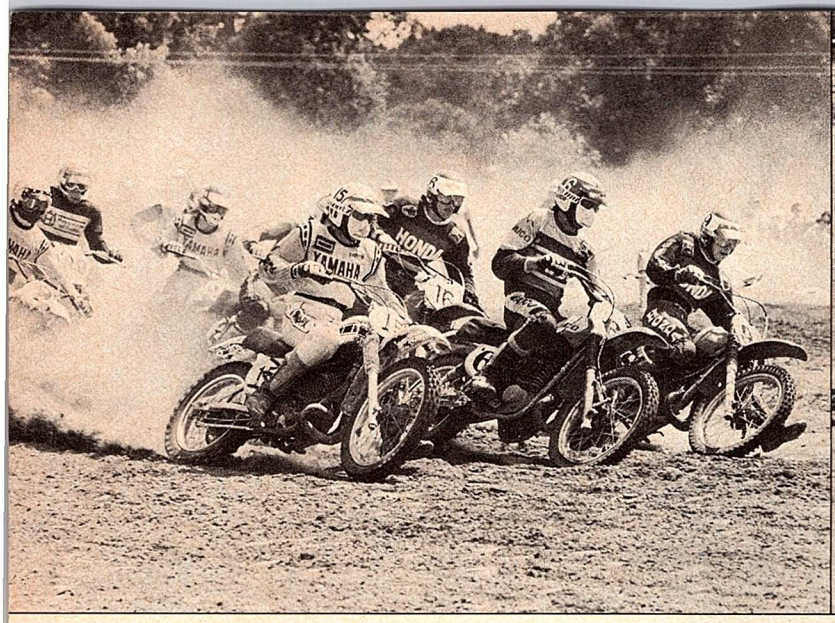


500 NATIONAL CHAMPIONSHIP

NO LOVE LOST

Marty Smith dominates big bikes

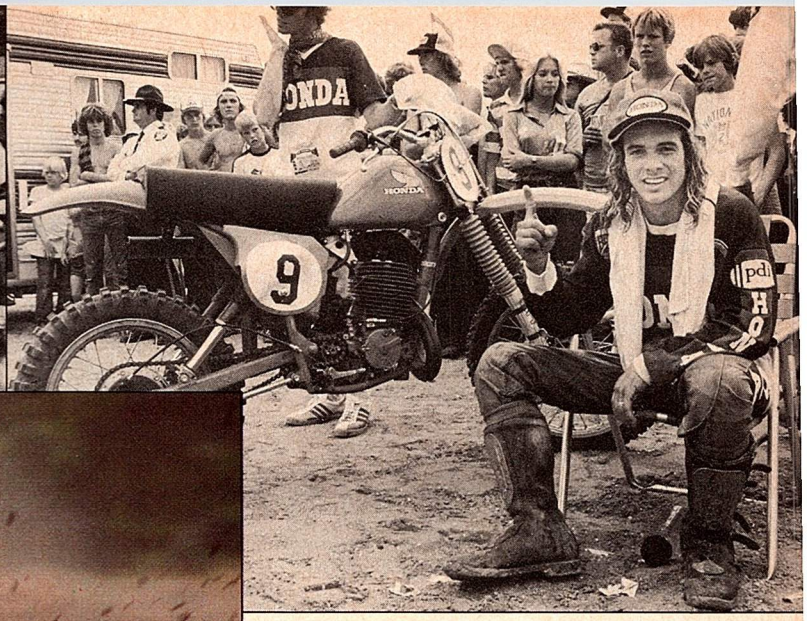
By Jim Gianatsis

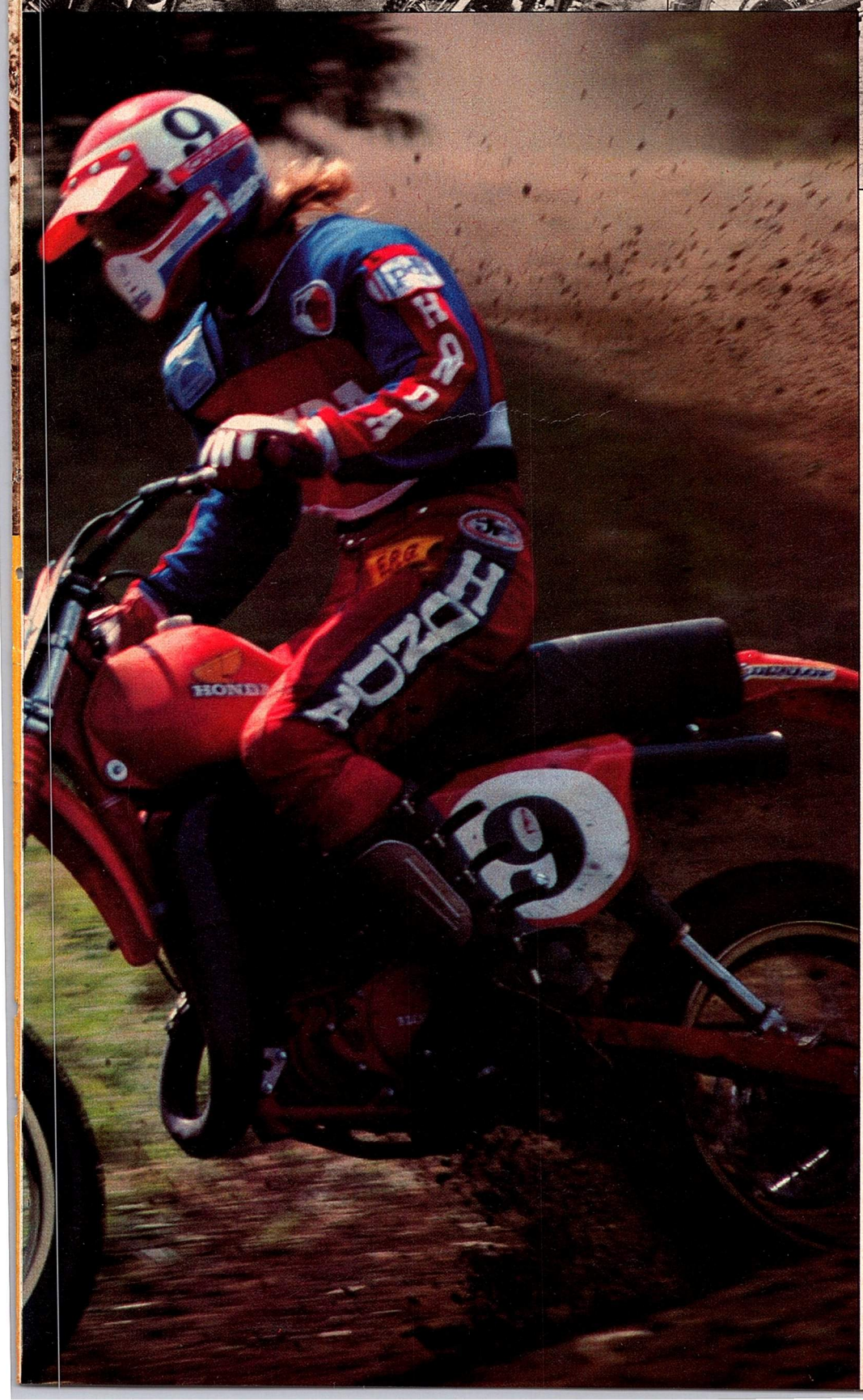
☐ Survival was the game plan and the name of the game was the 1977 Mr. Pibb-sponsored 500cc National Motocross Championship. Almost any number of players could have won, but when the final moto was scored it was Honda's Marty Smith taking his Dave Arnold-prepared RC400 Type 2 works bike to the winner's circle. For 20-year-old Marty it was his third National Championship victory, and with his previous 125cc National titles, he became the first rider in AMA history to become National Champion in more than one class.

"Anyone might have won," said 250cc champ Tony DiStefano. "The way things went in this year's series anyone who was capable of finishing in the top ten each week could probably have pulled it off."

What Tony D. was talking about was the fact that none of the top riders scored points in each moto of the six-race series. Going fast was important, but it's consistency that wins Championships. Two popular riders who stood a strong chance of pulling off the Championship were Texans Steve Stackable and Kent Howerton. Stackable turned in his best performance ever on the National circuit and posted the win at Lake Whitney, but his bike broke at two other races. Reigning 500cc National Champion Kent Howerton was put out of the running with a broken gearbox and a crash-induced DNF at two races. Even Tony DiStefano suffered more than his share of crashes during the series.

Marty Smith won the Championship, and in the end only one rider had a shot at him, Yamaha's Bob Hannah. The 500cc National Championship for 1977 was hardly boring, though, because Marty and Bob tangled handlebars and cables right down to the final race at St. Petersburg for the title! And all along the way there were more than enough challengers . . . guys like Stackable, Howerton, DiStefano, Semics, Mosier and Croft to keep everyone guessing.





The 500 National Championship was wide-open all year. Stackable (6) and Howerton (1) looked like the runaway winners, but it wasn't to be. Smith (9) took the lead and battled Hannah (2) down to the last day.

TEXAS

Lake Whitney Cycle Ranch

It was already one of those long, hot summers. The thermometer was pegged near 112 degrees and the shade wasn't much better. Knowing how to handle the Texas heat proved to be an advantage for locals Steve Stackable and Kent Howerton. While everyone else tried to play things cool, Steve, in his first strong performance since rejoining Maico this year, dominated the start of both motos and led from start to finish. It was obvious that "Short Stack" felt more at home on the Open class 400 AW Maico than on the 250.

Howerton pulled a mid-pack start in the first moto and began edging his way up toward the front. Near the end of the race Kent had picked up second spot, and was within striking distance of Steve when the starter signaled that there were only two laps remaining in the race when there were actually four more laps. Thinking that he didn't have time to catch Steve, Kent backed off his pace for a lap before the starter discovered his error and changed his signal. Kent got back on the throttle of his Eric Crippa-tuned 390 CR Husky, but would miss catching Steve at the finish line by a matter of feet. In the second moto Kent finished behind Steve again, but was too fatigued from his first-moto charge to put any real pressure on fellow Texan Steve for the lead.

NO LOVE LOST

Despite the heat, both Marty Smith and Bob Hannah began showing their potential early in the series to take the next top spots. Marty Smith posted a solid third even after a short fall midway through the race. In the final moto Marty finished in the fourth spot behind Bob Hannah.

Results: 1. Steve Stackable (1,1) Mai; 2. Kent Howerton (2,2) Hus; 3. Marty Smith (3,4) Hon; 4. Bob Hannah (6,3) Yam; 5. Jim Pomeroy (4,6) Hon; 6. Rick Burgett (5,5) Yam; 7. Billy Grossi (8,9) Suz; 8. Gary Semics (7,10) Kaw; 9. Gaylon Mosier (10,8) Mai; 10. Rex Staten (12,7) H-D.

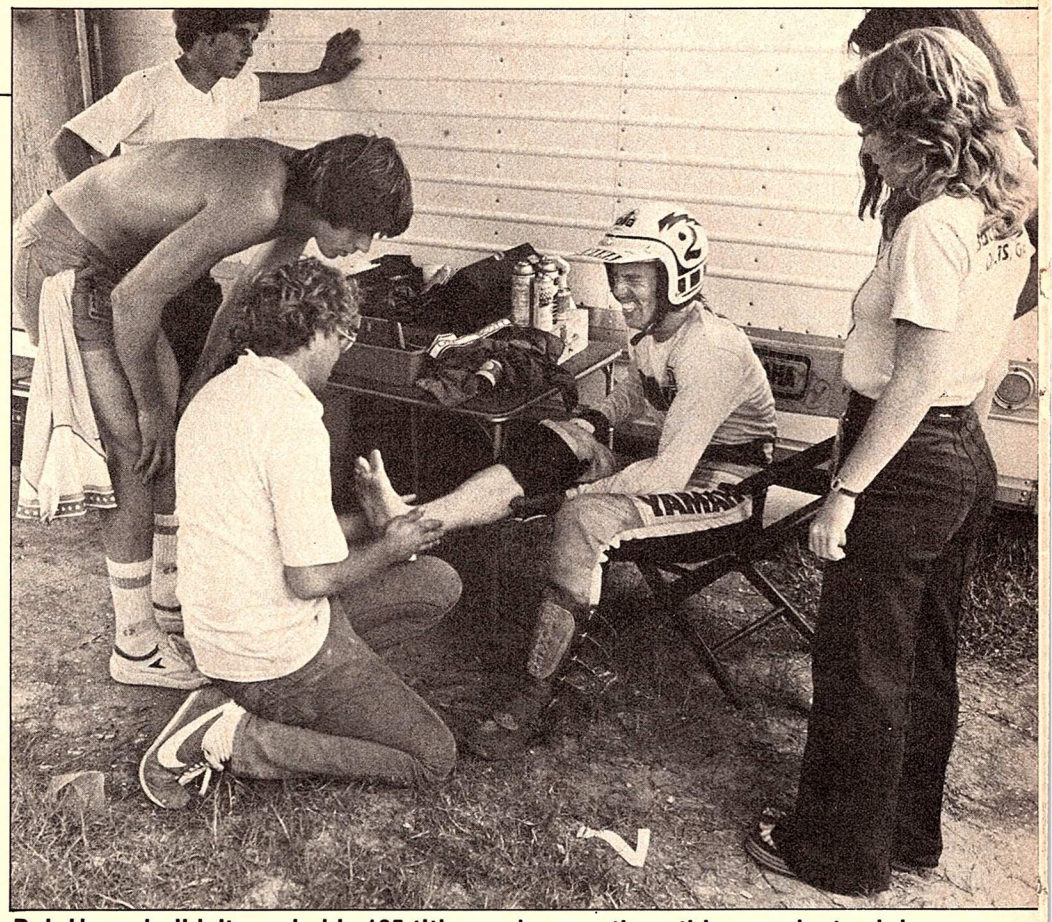
MISSOURI

Cycle World U.S.A.

The two Texas stars were put out of commission this weekend at St. Louis, nearly destroying their chances for the Championship. After two strong finishes in the opening round in Texas, Stackable went out of the second round with a collapsed set of forks on his Bernie Thompson-wrenched machine, while Howerton DNFed with a broken countershaft in his Husky's gearbox.

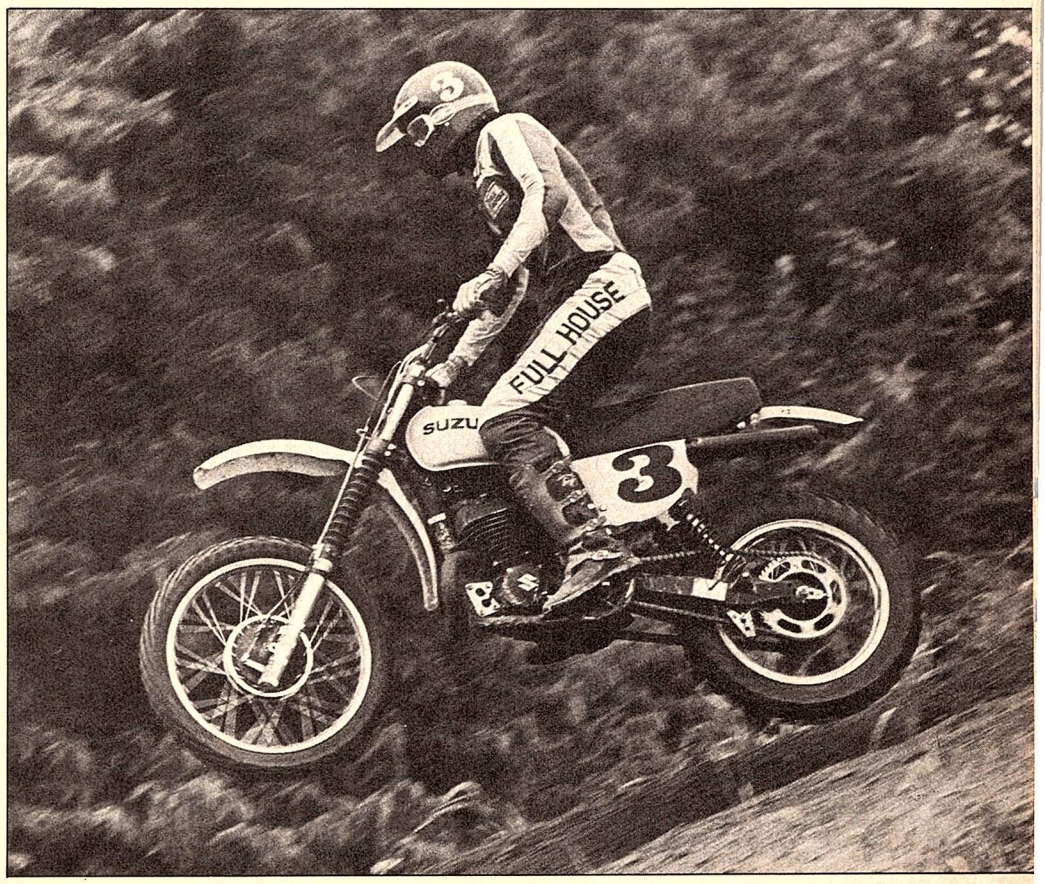
Team Honda steamrollered to the win for the day's top placings as Marty Smith and Tommy Croft pulled a 1-2 punch for the first moto and backed it up with good finishes in the second moto as well. Kawasaki's Gary Semics posted his only win of the series in the second moto after attrition took out the early leaders. Pierre Karsmakers led the first half of the moto before heat exhaustion got to him and he had to be taken to the hospital. Yamaha teammate Rick Burgett led the next few laps until he bent his handlebars into a pretzel landing at the bottom of a hill. Next it was Harley's Marty Tripes who had a go at the lead with the new 350cc prototype, before the heat also got to Super Mongo and he finally turned the lead and the win over to Semics.

After a week of crashes in Texas, Suzuki's Tony DiStefano did better at Cycle World, posting third overall for the day behind Smith and Croft. Bob Hannah's bad luck began early, as he had to make repeated stops in the mechanics' area both motos to have Keith McCarty straighten bent brake and shift levers caused by the track's deep berms.



Bob Hannah didn't regain his 125 title or win any others this year. Instead, he suffered from injuries and breakdowns.

Tony D. never really got cookin' in the 500 Nationals, except for a second overall at Charlotte.



Results: 1. Marty Smith (1,2) Hon; 2. Tommy Croft (2,6) Hon; 3. Tony DiStefano (6,4) Suz; 4. Chuck Sun (8,5) Hus; 5. Gary Semics (18,1) Kaw; 6. Bob Hannah (13,3) Yam; 7. Jim Pomeroy (7,9) Hon; 8. Rex Staten (9,10) H-D; 9. Rick Burgett (14,7) Yam; 10. Pierre Karsmakers (3,DNF) Yam.

NEW YORK

Unadilla Valley Sports Center

Staging a repeat of their previous week's performance, the Honda dynamic duo of Smith and Croft again pulled off the top two spots at round three, held on one of the best motocross tracks in America. Hannah mastered the rough and hilly natural terrain Unadilla course as he led the first moto from start to finish. Marty worked up from a mid-pack start to second, not far behind Bob at the finish.

Stackable was put out of the moto, and probably any chance of taking the Championship, when a stone broke his engine case and he had to retire. Jim Ellis hadn't been doing too well earlier in the series, but had his prototype 366 Can-Am in second spot for a while amid a battle with Gaylon Mosier, Danny LaPorte and Jim Pomeroy, before the gas tank on his bike broke loose and Jimmy had to pit. Afterwards Ellis returned to Canada for further development testing on the bike.

Bob Hannah pulled the holeshot on the second moto away from Marty Smith, but the chain guide on his Yamaha broke, pitching the chain and leaving Bob stranded. Marty retook the lead and held it to the checkered flag, with Tommy Croft a solid second and Tony D. third.

Results: 1. Marty Smith (2,1) Hon; 2. Tommy Croft (4,2) Hon; 3. Rex Staten (3,5) H-D; 4. Tony DiStefano (7,3) Suz; 5. Danny LaPorte (8,4) Suz; 6. Kent Howerton (6,8) Hus; 7. Bob Hannah (1,DNF) Yam; 8. Rick Burgett (15,5) Yam; 9. Gary Semics (14,7) Kaw; 10. Frank Stacy (12,10) Pen.

NORTH CAROLINA

Metrolina Speedway Park

Hannah finally pulled off his first win of the series at Charlotte, becoming the first rider to win Nationals in all three classes in the same season. Bob wasn't able to put together a perfect

Photograph By David Neilsen

Jim Pomeroy longs to return to Europe. Things weren't any easier on this side of the pond for Bimbo this year.

A well-ventilated Steve Stackable looked like the new 500 National Champion, but broken forks and cases dropped him back to third.

NO LOVE LOST

moto score for the day because of a slow start in the first moto, and the win went to Maico's Gassin' Gaylon Mosier. Everyone knew Gaylon had the potential to finish first, they were just wondering when he was going to exhibit it. A crash at the beginning of the second moto would keep Gaylon from trying to pull off his first National victory.

Marty Smith had a poor day, finishing seventh both motos, and crashing in the first one when his handlebars came loose. Jim Pomeroy discovered after Charlotte that he had been riding the series with a cracked shoulder bone, which had been causing him a lot of pain, and he would sit out the remainder of the 500 series so it could heal. Kent Howerton broke another gearbox to DNF the first moto. That left the Rhinestone Cowboy out of contention to defend his title, but not out of the racing, as he came back to post second in the last moto of the day.

Tony DiStefano turned in his only good ride of the 500cc Championships as he scored second overall for the day behind Hannah, and ahead of local star Mickey Boone on his S&M Cycle-sponsored Suzuki. Tom Croft was penalized a lap in the second moto for jumping the start, and that, combined with a slow ride in the first moto, would hurt Tommy in the overall series standings.

Results: 1. Bob Hannah (2,1) Yam; 2. Tony DiStefano (3,4) Suz; 3. Mickey Boone (5,3) Suz; 4. Steve Stackable (4,6) Mai; 5. Marty Smith (7,7) Hon; 6. Gaylon Mosier (1,DNF) Mai; 7. Pierre Karsmakers (6,12) Yam; 8. Gary Semics (14,5) Kaw; 9. Kent Howerton (DNF,2) Hus; 10. Rich Eierstedt (10,11) Bul.

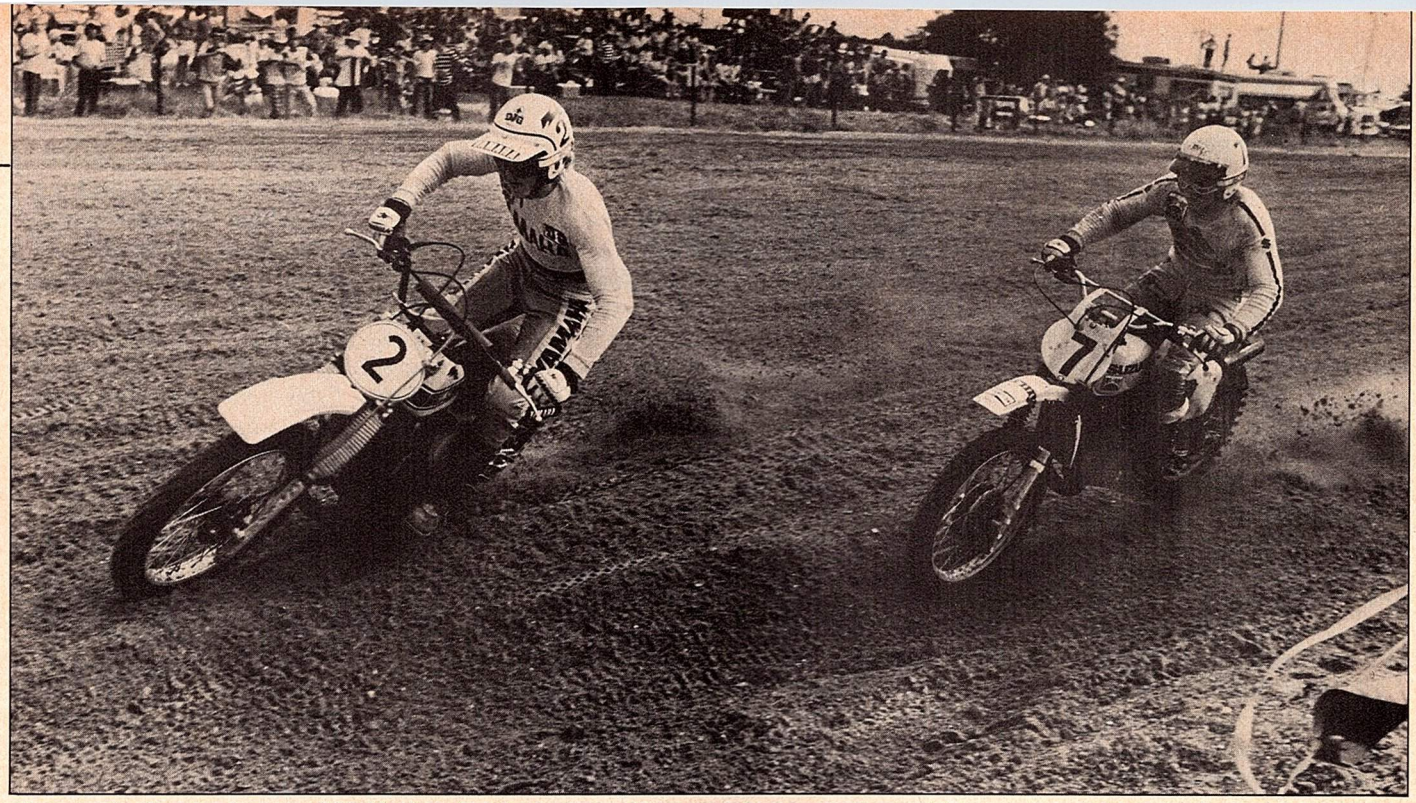
Harley tucked a 350 engine into the 250 bike and reworked the suspension. The result was excellent performances for Rex Staten and Marty Tripes.

GEORGIA

Burnt Hickory Raceway

Going into the next-to-last race of the series near Atlanta, Marty held a nearly uncatchable points lead over every contender for the Championship. The lead was exactly 25 points — the number of points awarded for a moto win. As long as Marty played it cool and didn't take any chances in the remaining two races (four motos), the Championship would be his.

Bob Hannah had nothing to lose in going all-out for the win, and it would be at Atlanta where he would gain points over Marty. Coming off the line



The week after losing the 125 National title to Team Yamaha, Danny LaPorte (7) moved past Bob Hannah to win the second moto in St. Petersburg, Florida. It was his best 500 ride ever.

Mickey Boone (36) was the top privateer, and occasionally gave the factory guns a run for the money.

NO LOVE LOST

for the start of the first moto, Hannah was knocked down in the first turn and had the clutch lever broken off his handlebars. Remounting half a lap behind the rest of the field and in last place, Bob grabbed at the dangling lever and cable to keep them from tangling in his front wheel as he charged all the way up through the pack to take over the lead before the moto passed the halfway point. Marty had gotten a fairly good start, and was passing a rider in a turn only to be hit and knocked down. It cost him two laps, leaving him tied in points with Bob for the Championship because he scored no points.

The huge crowd was pumped over the first-moto performances, but the second moto would drive them wild. Marty quickly took over the lead on the first lap as Bob began working his way up from around tenth spot. In four laps Bob caught Marty, and the two ran side by side for the next five laps, trading paint and skinned knuckles for the lead. Eventually Bob pulled out a small lead on Marty to win the moto, his second race of the series, and take a small three-point lead over Marty going into the final race at St. Petersburg.

Results: 1. Bob Hannah (1,1) Yam; 2. Steve Stackable (2,6) Mai; 3. Tommy Croft (10,3) Hon; 4. Gaylon Mosier (3,13) Mai; 5. Mickey Boone (4,14) Suz; 6. Gary Semics (11,7) Kaw; 7. Chuck Sun (8,10) Hus; 8. Warren Reid (7,11) Hon; 9. Rex Staten (6,12) H-D; 10. Marty Smith (27,2) Hon.

FLORIDA

Sunshine Motocross Speedway

Bob Hannah held a slim lead of 185 to 183 points over Marty Smith for the Championship. The question at St. Petersburg was which of the two superstars would dominate. The Championship, which had come down to the wire, would end disappointingly.

Both Bob and Marty knew they would need good starts, and when the gate dropped Marty catapulted into the lead with Bob right off his rear fender in second spot. The first lap was hardly over when Bob slipped his Yamaha past Marty's Honda and into the lead. Then suddenly, on the fourth lap, Bob's Yamaha quit running and left him sidelined. His throttle cable had come loose inside the carburetor. Marty pulled on by to win the moto and the Championship.

Bob would come back to try to win the second moto, because there was always the chance that Marty might break, but the odds were against it. Marty was content to cruise around safely in fifth spot for the final moto. Bob put his repaired Yamaha into the lead again after the start, but twisted his ankle on the first lap passing Tommy Croft. Suzuki's Danny LaPorte turned in his best performance of the series as he moved up to pass Croft and close the gap on Hannah for the lead. They fought for nearly the entire last half of the moto until Bob hurt his ankle again and LaPorte rocketed past. Bob slowed way down — finishing seventh. Croft scored the day's overall win to make it a Team Honda weekend with Marty's winning of the Championship.

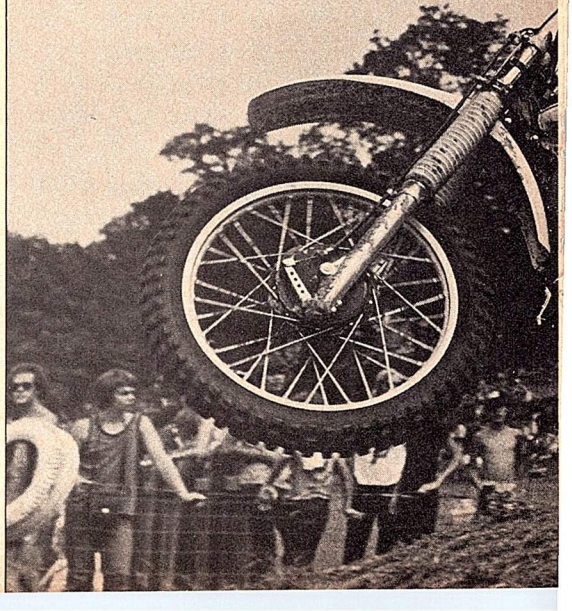
Results: 1. Tommy Croft (2,3) Hon; 2. Marty Smith (1,5) Hon; 3. Steve Stackable (4,2) Mai; 4. Kent Howerton (6,4) Hus; 5. Mickey Boone (7,6) Suz; 6. Danny LaPorte (DNF,1) Suz; 7. Chuck Sun (11,8) Hus; 8. Rich Eierstedt (10,9) Bul; 9. Rex Staten (9,12) H-D; 10. Gary Semics (3,DNF) Kaw.

Afterward, in the pits at St. Pete, there was hardly any love lost between Hannah and Smith. They had been fierce competitors since the 125cc Nationals in 1976 when Bob took Marty's crown away from him. To say they dislike each other is true, because they never even talk or look at one another on the starting line when they are next to each other. Still, each respects the other as a worthy adversary, though neither one will admit it.

"I didn't want to give the Championship to him, but that's what happened with all my breakdowns," said Bob. "I wanted to make that sucker work for it."

For Billy "Sugar Bear" Grossi it was the end of the line with Team Suzuki. Billy got his walking papers the day the 500 Nationals ended.

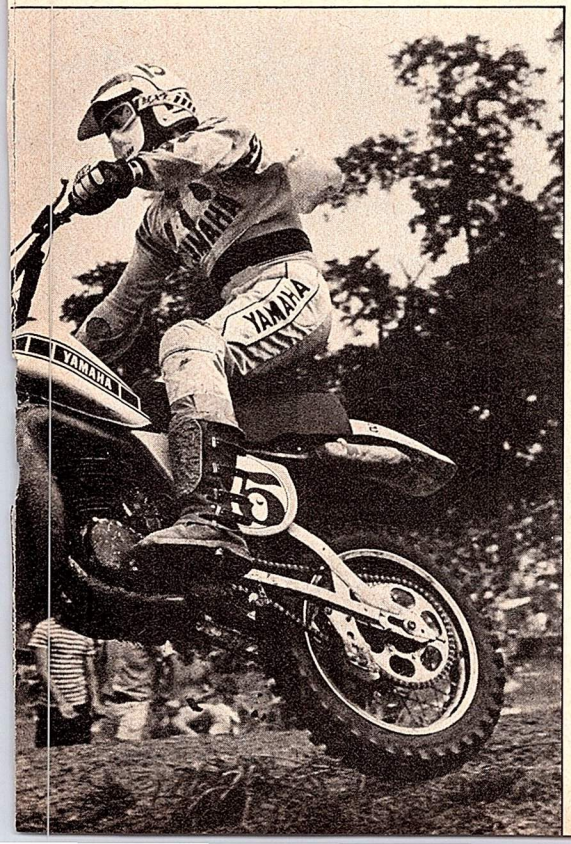
This man once dominated American motocross. Pierre Karsmakers can no longer put it all together on the same day.

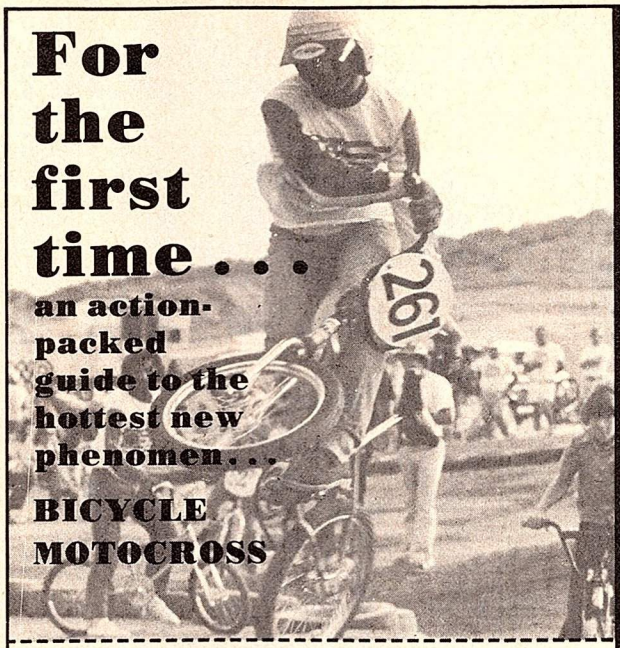


Marty was hardly compassionate either. "I don't feel sorry for Bob in the least. I know he wasn't unhappy about the problems I had last year in the 125cc Nationals, nor about my crash last week in Georgia. No, I won the 500cc National Championship fair and square."

FINAL STANDINGS
500cc National Motocross Championship

Name	Points
1. Marty Smith	223
2. Bob Hannah	199
3. Steve Stackable	191
4. Tommy Croft	167
5. Tony DiStefano	157
6. Kent Howerton	157
7. Gary Semics	141
8. Rex Staten	138
9. Gaylon Mosier	111
10. Rich Eierstedt	110
11. Mickey Boone	100
12. Chuck Sun	98
13. Rick Burgett	88
14. Jim Pomeroy	82
15. Danny LaPorte	81
16. Pierre Karsmakers	58
17. Billy Grossi	51
18. Pat Moroney	51
19. Mike Kessler	49
20. Denny Swartz	49





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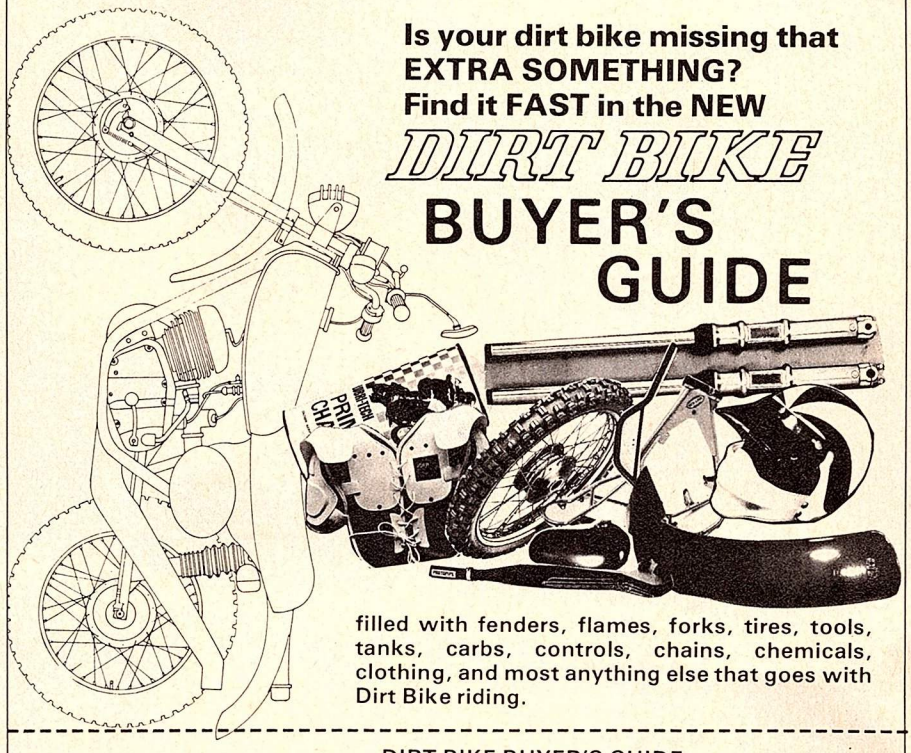

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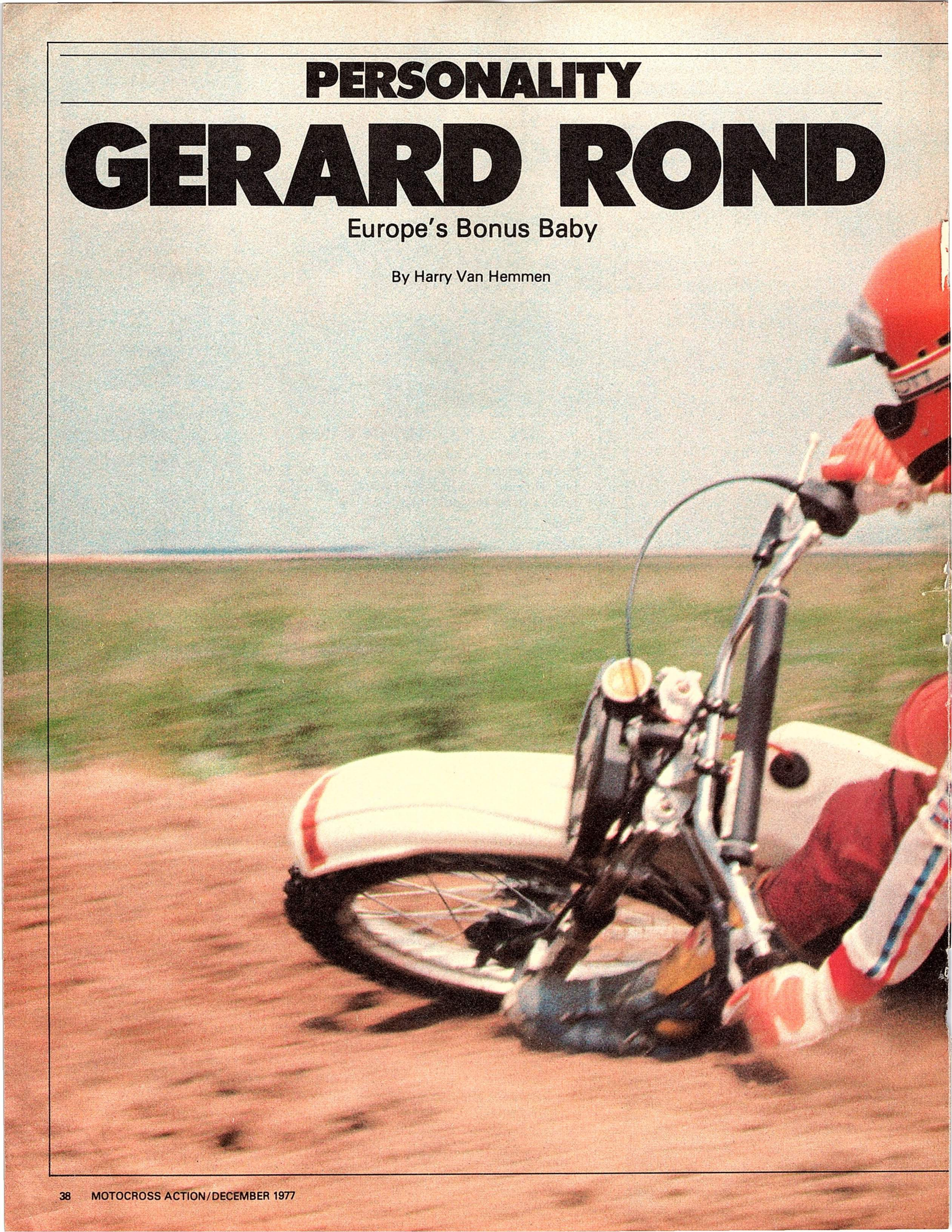
PERSONALITY

GERARD ROND

Europe's Bonus Baby

By Harry Van Hemmen

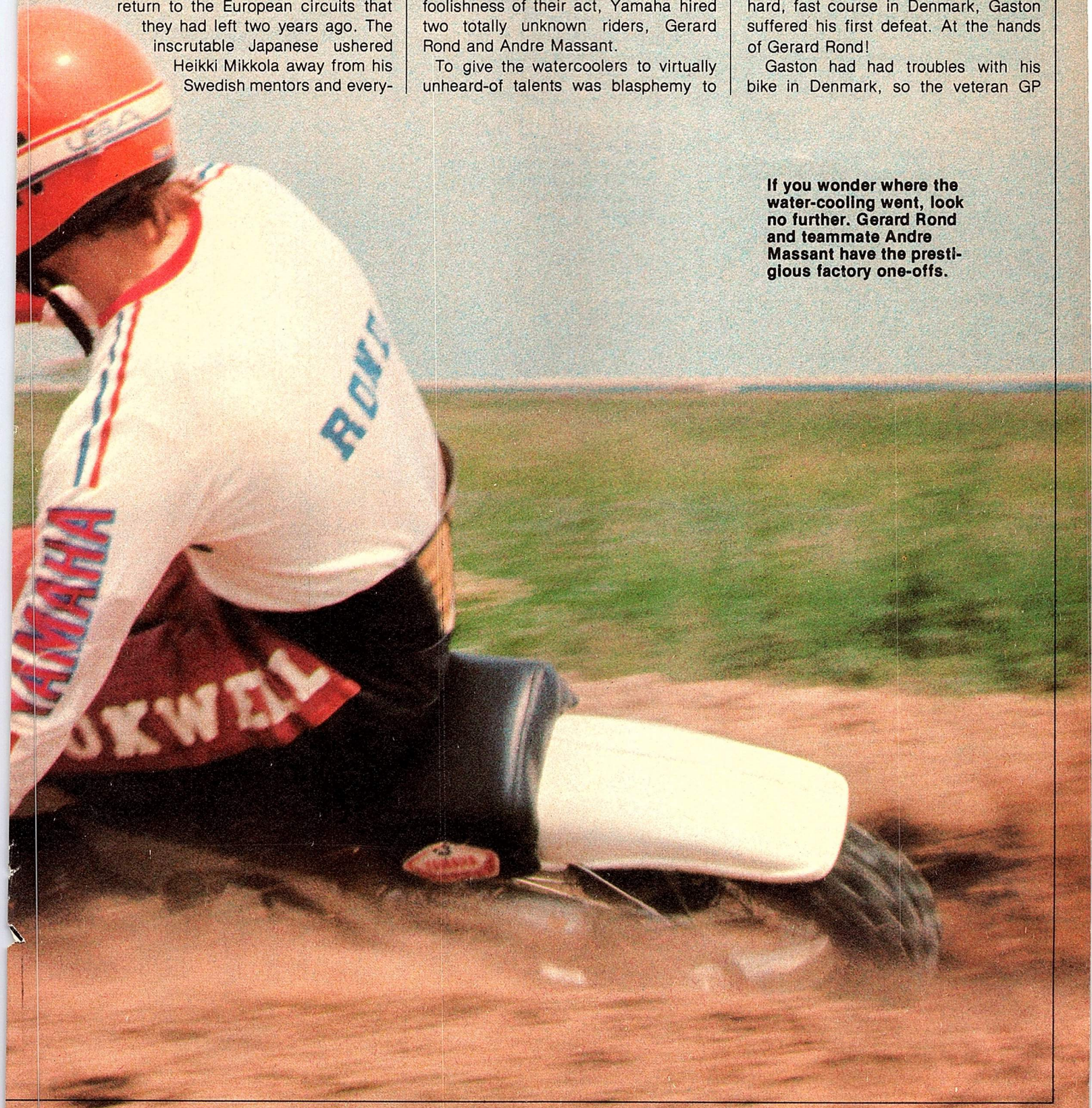


☐ In America, Yamaha has acquired the services of two blazing-fast young kids, Bob Hannah and Broc Glover, to work magic on their mono-125s. When the youngsters were first hired it was questionable as to whether or not they could do the job, but it isn't questionable any more. They are more than competent. In 1977 Yamaha elected to return to the European circuits that they had left two years ago. The inscrutable Japanese ushered Heikki Mikkola away from his Swedish mentors and everyone applauded their brilliant business acumen. Then, totally ignoring the 250 World Championship, where it was felt that every manufacturer had a shot at a win, they took aim on the 125 title. It doesn't take a Grand Prix expert to realize that the 125 class is the sole domain of Suzuki and diminutive Gaston Rahier. To compound the foolishness of their act, Yamaha hired two totally unknown riders, Gerard Rond and Andre Massant.

To give the watercoolers to virtually unheard-of talents was blasphemy to the old men of Grand Prix motocross.

As predicted, Gaston Rahier and his Suzuki blew the competition off the track early in the season. Only Suzuki teammate Akira Watanabe was able to keep him in sight, until a broken leg sidelined Akira. True to form, little Gaston was doing them in. Suddenly, at the fourth 125 GP of the year on the hard, fast course in Denmark, Gaston suffered his first defeat. At the hands of Gerard Rond!

Gaston had had troubles with his bike in Denmark, so the veteran GP



If you wonder where the water-cooling went, look no further. Gerard Rond and teammate Andre Massant have the prestigious factory one-offs.

GERARD ROND

observers felt that it had been a fluke. The following week in Poland Rond defeated Rahier again, and the wags suddenly decided that the young, 20-year-old Dutchman was for real.

Gerard Rond began riding in 1972 on a 50cc Sachs-powered motocrosser that was built by his father. Gerard continued to race Rond-Sachs 50s and 125s for three years. In his second year he finished second in the 125 National Championships of Holland, and in his third year he was both 50cc and 125cc National Motocross Champion. The 125 class had not yet achieved World Championship status in 1974, but Gerard rode three rounds of the 125 World Cup, scoring 13 points and finishing in the top 30.

In 1975 Gerard Rond switched to Yamaha motorcycles after a successful career on his father's homemade machines. Gerard won his first 250 National Championship of Holland that year, but in a heartbreaking 125 battle he lost the one-two-five title after three mechanical breakdowns.

1976 was the beginning of big things for the then 19-year-old from Bennekom, Holland. With his Championship totals beginning to mount up, the Dutch Yamaha importer, Intermotor, came to his support. Finally, after five years, Gerard was able to attack the Grand Prix circuits. Rond did six 250 World Championship rounds, but suffered so much bad luck that it wasn't until the last GP in Sweden that he finally scored. It was an impressive sixth place.

Based almost totally on the young

Former Dutch 125 and 250 National Champion Gerard Rond has just begun to set the GP circuit on fire with wins in Denmark and Poland.

man's potential, the Dutch Federation selected him to be on their Trophee des Nations and Motocross des Nations teams. Rond rode impressively, but unfortunately ran out of gas in both motos of the Motocross des Nations. For Gerard it had been a long, hard road. Gerard turned 20 at the end of the 1976 season, and prepared to get his distributor-sponsored Yamaha dialed for another season. Perhaps his luck would change on the GP circuit.

Rond's luck changed even before the GP season began. Yamaha International contacted Intermotor and asked them to get ready to contest the 125 World Championship. Only eight water-cooled 125 monos existed, and after a season of serious testing in America they were known to be more than competitive. The machines could not be raced in America because the Japanese feared the American claiming rule. If development was to continue, it would have to be on the claim-free terrain of the Grand Prix circuit.

Gerard Rond was selected to get one of the eight bikes. Another water-pumper went to Andre Massant. Six remained in Japan for testing and spares.

Gerard expected to be lapped by Gaston Rahier. Twenty-nine-year-old Rahier is a GP veteran in all three classes, and to compound the difference, Rond weighs 178 pounds to Gaston's 150 pounds. Six inches taller than Rahier, Rond calls him the "Dinky Toy." Even after a season of head-to-head dueling, Gerard says, "The Dinky Toy is still the best 125 rider in the world." But, not giving up in the face of the mathematical odds, the tall and heavy (for 125 competition) Rond maintains his sense of humor.

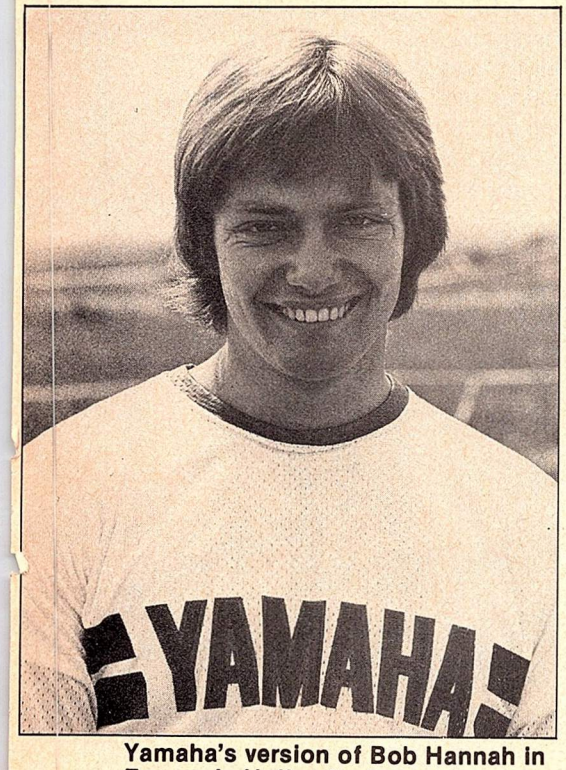
"My weight is an advantage when we go downhill!" Rond jokes, but on the flat and sandy tracks of Holland you learn to go fast without the help of downhills. Rond had done his learning very well at home, but the GP circuit presented him with a whole new set of variables. GP circuits vary from flat and sandy in Holland to muddy and slippery in Belgium. Rond had his first problems early in the year at the Italian 125 GP and the French GP. Although getting excellent starts, these two hard and fast courses confused him, and he fell back to finish with two thirds, an eighth and a sixth in four motos. But Gerard was learning quickly about fast tracks. The mud in Belgium completely stopped him after a second-moto crash and a seventh in the first moto.

After Belgium came a startling two weeks with his wins in Denmark and Poland on hard, fast tracks. The water-cooled Yamaha suddenly seemed faster than Gaston's all-conquering Suzuki. Rond was still riding the same machine he started the season on. Gaston must have complained to the factory, because by the time of the West German round Rahier had new bikes and disappeared from Rond.

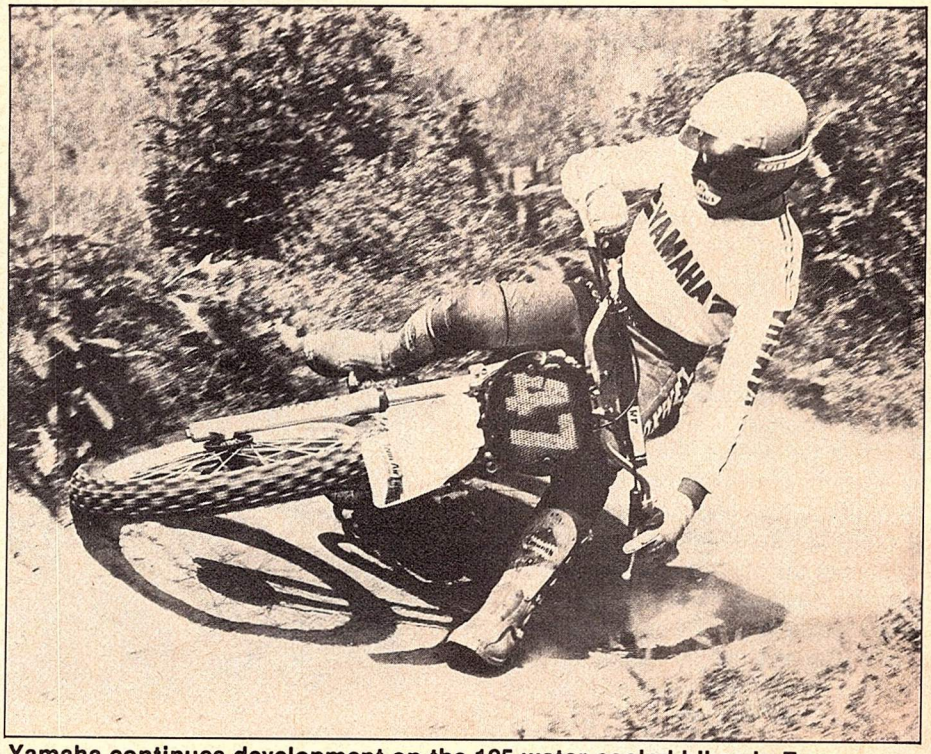
Gerard Rond has received additional support in the form of the man who invented the monoshock system in the first place. The monoshock suspension was initially called the Tilken suspension. Mr. Tilken, who has worked for Yamaha since the day the Japanese snapped up his invention, took Gerard's bike and fit a special monoshock to it, as well as a set of YZ400 forks. For Rond, who had received little in the way of spare parts, this breathed new life into his pursuit of Gaston Rahier.

At 29 years old, Gaston has clinched his third World Championship in the 125 class. Little Gaston has always expressed a desire to return to the 250 class, and with his competitive years running out, next year may be his last chance. Even if the three-time champ elects to remain in the 125s, only Gerard Rond has proven capable of keeping him in sight.

Gerrit Wolsink has tutored young Rond in the ways of GP racing, and if Yamaha wants to keep their best 125 motocrosser in Europe, the ante is going to go very high. Already a bidding war is beginning to surface for the services of the young Dutch boy. Rond is the newest face to rise to the top in Europe in many years. He won't be the last, but he may be the first to enjoy the status of a European version of the "Bonus Baby."



Yamaha's version of Bob Hannah in Europe is Holland's Gerard Rond.



Yamaha continues development on the 125 water-cooled bikes in Europe, using Rond and Andre Massant on the grueling 125 GP circuit.

PRODUCT EVALUATION

RADAR RODEO

Life in the fast lane is easier with the Fuzzbuster

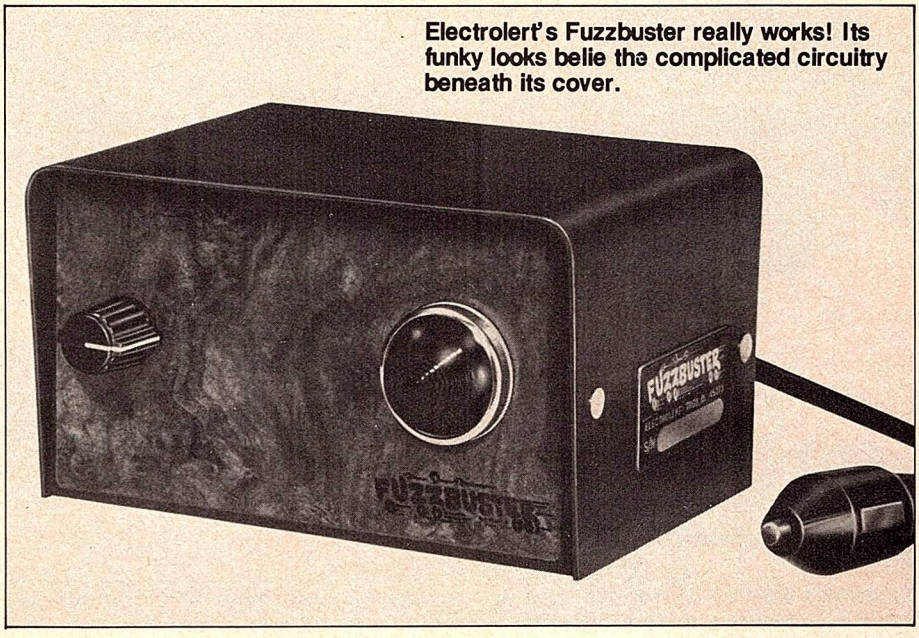
By Dick Miller

☐ The serious motocrosser logs many miles in his van or truck as he competes his way across the mighty U.S. Due to the growing numbers of police radar surveillance units being used, it is becoming very difficult to get from point A to point B without having your "picture taken." It is estimated that between 65 and 70 thousand police radars are now in use and generating huge sums of revenue for state and local police departments. The effect of this invisible electronic surveillance on most of us has been extremely negative, since it smacks of "Big Brother" watching us, presuming we are guilty until proven innocent. It just doesn't seem to be the American way — but lately, what is, concerning government? Radar is currently the only form of electronic surveillance which is admissable as evidence without severe restrictions on how it was obtained. Wiretapping is an example of the latter.

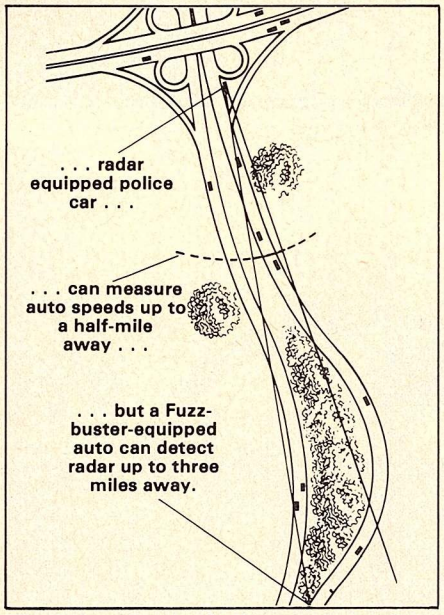
My first conscious experience with police radar occurred in Newberg, Oregon, a couple of years ago, when I received a ticket for doing 64 mph in a 55 zone. I have observed "radar enforced" signs for several years, but this was my first real encounter. I was driving Preston Petty's VW bus, and it was about 2:30 a.m. Coming from Portland, the approach to the small town of Newberg is a long downgrade, which at the bottom has a speed limit of 25 mph. There was one other car in front of me traveling the same way, and one car approaching us at the bottom of the hill. I was to learn in a few minutes that it was a police car with moving radar. As I pulled into the motel (the only one) a couple of blocks into the town, I was followed in by the police cruiser and a glow of red flashing lights. With many eyes peering out from the curtains of the motel as its walls glowed an intermittent red from the flashing lights, I received my first ticket in 13 years. I usually average between 20,000 and 40,000 miles a year, and have received citations, but none that stood up in court. Had I known then what I know now about radar, this citation would have been thrown out too, but at the time I believed, just like everyone else, that if radar showed I was speeding then I must have been, since the device can't lie! Boy, was I had!

In May of this year I sent letters to several radar detector manufacturers asking for information about their products, for use in MOTOCROSS ACTION. I received very little response, which seemed strange at the time. There were about ten or so "radar detectors" on the market, but from what I'd been able to determine it seemed most were inefficient or useless. I've heard experiences from people who used the Fuzzbuster and Snooper brands of radar detectors with some degree of success, but had few reports on anything else. I really thought at the time that they were a gimmick, since I couldn't believe that such a thing would work or could be used legally. The only written response I received was from Radatron, which manufactures the Centurion radar detector. They said a unit was on its way to us for evaluation. It never came!

I received a phone call from Dale Smith of Electrolert Inc., which manufactures the Fuzzbuster, and he wanted to talk with me about their detector and the legal questions I had raised in my letter. He flew in from Ohio and we met at an electronics show in Los Angeles. I learned then that Dale Smith is to radar detectors what Preston Petty is to plastic fenders. They each got into their type of business because of a dislike for what was happening around them and a willingness to be different. Dale's background of electrical engineering led him into the Air Force as a



Electrolert's Fuzzbuster really works! Its funky looks belie the complicated circuitry beneath its cover.

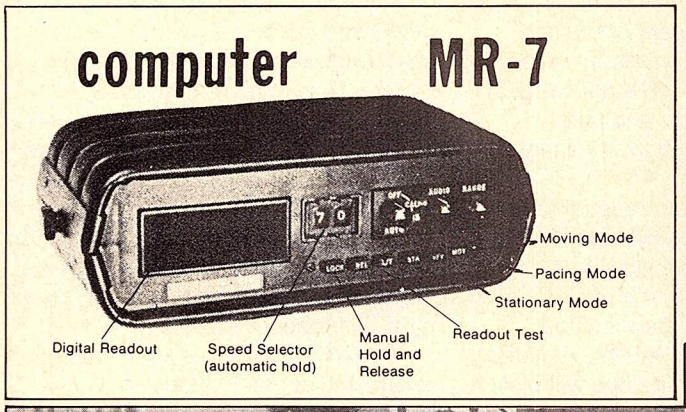

. . . radar equipped police car . . .
. . . can measure auto speeds up to a half-mile away . . .
. . . but a Fuzz-buster-equipped auto can detect radar up to three miles away.

The X-band radar is the most popular with over 64,000 in police vehicles across 40 states and in many foreign countries. A standard car can be "tracked" at a half-mile or less, as shown in the illustration.

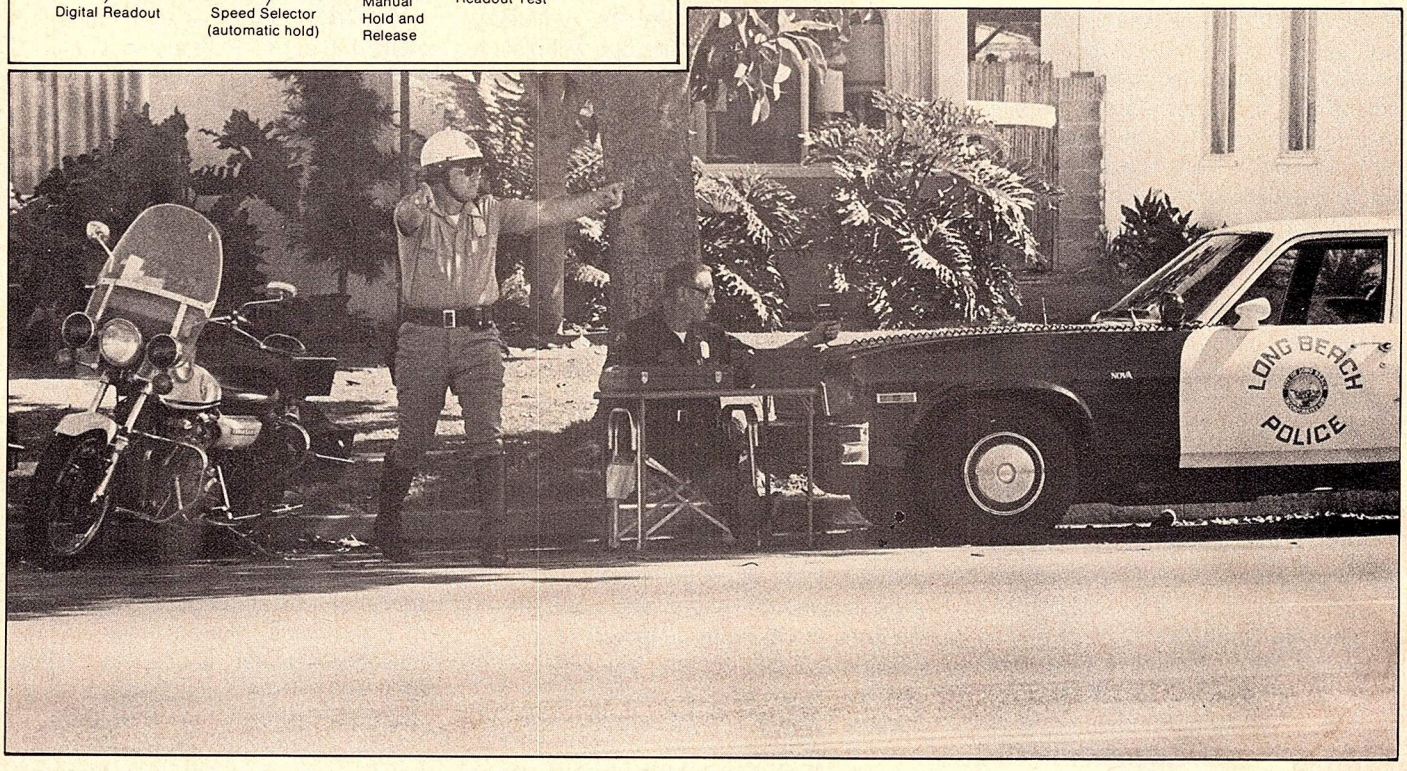
research scientist. In 1968 he bought a microwave equipment company and manufactured speed recording equipment which he sold to police agencies around the world. Speed radar was first developed to enable traffic engineers to determine existing traffic patterns in order to post reasonable speed limits. Of course, this was before the advent of the 55 mph limit resulting from the energy crunch. After being caught in a radar "speed trap" by a device he helped design and manufacture, he changed hats. He sold his microwave company and founded Electrolert Inc., based on a detector he originally designed for his own use. The Troy, Ohio, based company is currently the largest manufacturer of radar detectors in the world. They have produced and sold close to 700,000 detectors, and this may only be the tip of the iceberg, what with the federal agencies requiring states to adhere to the national 55 mph imposition or lose their allocated federal funds. The California Highway Patrol is one of the few who have had its use of radar prohibited by its state legislature, but even this may change soon. The CHP can get the needed funds by accepting federal money instead of state monies, and it was rumored that they have put in bids for a few hundred units. The cost to a police agency for radar is from $1600 to $2200 each, depending on the type of radar they purchase.

Police radar isn't as mysterious as you might think. There are fewer than ten different speed radars manufactured in the U.S., and they all work the same. They transmit a 1/20 to 1/10-watt microwave beam which spreads about 11 feet for every 100 feet it goes down the road, much like a poorly focused flashlight beam. The beam is very strong up close, but loses intensity as it extends and spreads. For speed radar to work, the microwave beam must strike a moving object with enough strength to reflect back a signal to the receiving unit. The tracking distance depends largely on the size of the object in the path of the beam. A motorcycle or small car can't be accurately measured at more than 1/3-mile, a standard-sized auto at more than 1/2-mile and the largest truck at more than 3/4-mile.

Since police radar is a microwave transmission, it is governed by the Federal Communications Commission



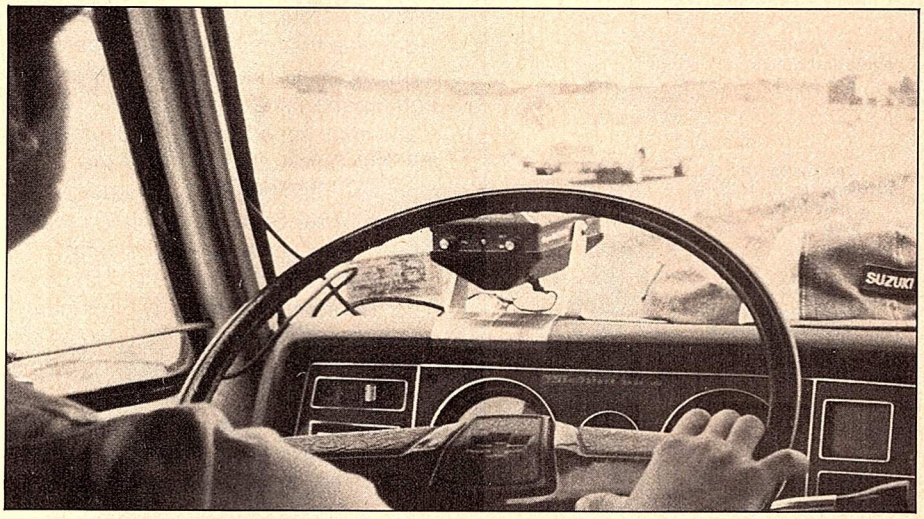
The MR-7 "moving" radar on your left, and below, Long Beach, California's finest using "gun" radar with motorcycle chase support as a backup.



RADAR RODEO

and limited to certain frequencies. Therefore, what frequency police radar is transmitting on is predictable by the limited choices available. Currently, 95 percent of police radar is using the X-band and the rest the K-band. Basically, it works like this: The beam of energy oscillating at its specific frequency strikes an object. If the object is stationary, the reflected signal will be the same as the frequency. If it is moving toward the transmitter, the frequency reflected back will be higher by a calculated number of cycles per second per mile per hour. If the target is moving away, the reflected signal will be lower, using the same calculations. The radar receiver computes the information and displays the miles per hour. It is generally accurate, very legal and used everywhere except by the CHP. It is also fallible and can easily be abused. For instance, the X-band MR-7 model with which I was ticketed in Oregon will read 64 mph when switched to "Calibrate." I'm sure I wasn't the first to get such a ticket. Another incident of abuse was when Al Baker got a ticket in the desert town of Victorville. He was just entering the town, and the (posted) speed changed from 55 to 35. The cop was stationed just 100 feet or so inside the speed change, and as he wrote Al the ticket he was giggling. It was the cop's first day using radar, and he said he had already written 11 tickets in a short time. Had Al known that the radar could have "taken his picture" up to a half-mile away, he would have known that the cop may have shown him a reading which was taken while he was in the 55 mph zone. Ironically, Al owned a Fuzzbuster, but it was left home. With it, he could have known the point at which the policeman used his radar, and could have then verified whether he had been outside the speed zone when the radar was used.

In order for the police radar to work, it must track you and get a reading. Most have an automatic-hold circuit and show the reading of the speed of the target that is in excess of a preselected number. An automatic-hold radar must "see" its target for at least one second before locking-on. Many of the radar units will not accept fast-changing speeds due to built-in verifier circuits which reject erratic inputs. An erratic input is a deceleration of 3.15 mph per second. It would be the equivalent of braking from 30 to 0 in 9½ seconds. In other words, if you visually see a police radar or are using a detector, and take positive, immediate action, it cannot track you.



The Super Snooper looks spacier than the Fuzzbuster and does work, but in our tests was less sensitive and had a lot of false alarms.

The three types of operational radar are used as described: **STATIONARY RADAR** sits by the roadside, just over a hill, on a bridge or in the bushes, with the antenna mounted either outside or inside the car, pointed in the direction where the cop will pick off his next victim. Sometimes a remote unit is used, detached from the car. The readout may be digital or metered. This is the old-type radar, and is not very effective because it is obvious and motorists warn each other. It cannot selectively pick targets out of traffic, and the range is usually short because the antenna is placed in a position that interferes with down-range aiming. It is accurate, and is used mostly by municipalities in locations where one would expect the speed limit to be 10 to 15 mph higher than posted . . . the infamous speed trap.

GUN RADAR is a hand-held device designed to pick out the true offender in traffic. In the past its purpose was for recognizing traffic-flow patterns. Most radar guns radiate the beam out of one end and digitally display the speed on the other. It operates in the stationary mode only. It can be aimed at anyone, traveling in either direction. It is often used with a chase car or motorcycle. It is fairer, because arrests are usually made of those who deserve it, rather than just any victim who comes by next. It radiates and displays speeds continuously, but holds current speed info when triggered. Two seconds are required to aim and steady on the target. As with all radars, another second is needed for signal verification before a lock-on is secured. It is used mostly in a short range, but can "see" for a half-mile.

MOVING RADAR is sometimes referred to as the old Vascar. It will record your speed while moving in the opposite direction. It can also be used in a stationary manner and can be hand-held in that mode for selective aiming. The MR-7 moving radar functions so well in the stationary mode that some states have implemented it, while prohibiting its use in the moving mode. It is the most mischievous of all radars. The purpose of moving radar is to permit the patrol car to camouflage itself by moving along with the traffic, recording the speed of each vehicle coming at it in the opposite direction. It is especially deadly at night. It is accurate and pays for itself in short order by being the means for many, many speeding convictions. This is the radar that took all the chance and sport out of the game. The only real difference between its use and the way other radars work is its computer, and it has several convenient limitations.

Its range is no greater than that of

conventional radar. The surprise element is its strong point, and literally takes its toll. It cannot selectively pick out targets. It sees what's "up next." It will not accept fast-changing speeds for readout display. The screen presents a dash if the target decelerates too rapidly. In the moving mode it must be moving five to ten mph slower than the target speed. Any patrol car moving at a fast speed cannot register your speed by any means, including moving radar. It cannot approach you from behind and register your speed while gaining; it can only read the speed of opposite-moving targets. The cop can pace you with his own speedometer or obtain a radar reading on his own speed. The MR-7 moving radar is used in 40 states and hundreds of municipalities throughout the country. The overwhelming success of this radar indicates that its performance is superior to all other radars on the market. The MR-7 is a lazy man's device, but very effective. The patrol car must be moving between 10 and 79 mph. Any sudden change in speed or direction may cause the unit to lose self-tracking, resulting in momentary loss of operation. It will not register true when the target and it are approaching down the opposite sides of a valley. It can read you at the bottom or on either slope. If you encounter it rounding a curve or in another non-direct fashion, decelerating quickly will prevent a reading. Heavy traffic makes it useless. Remember, it reads 64 mph when switched to calibrate, so be suspicious if you get stopped and are shown that speed.

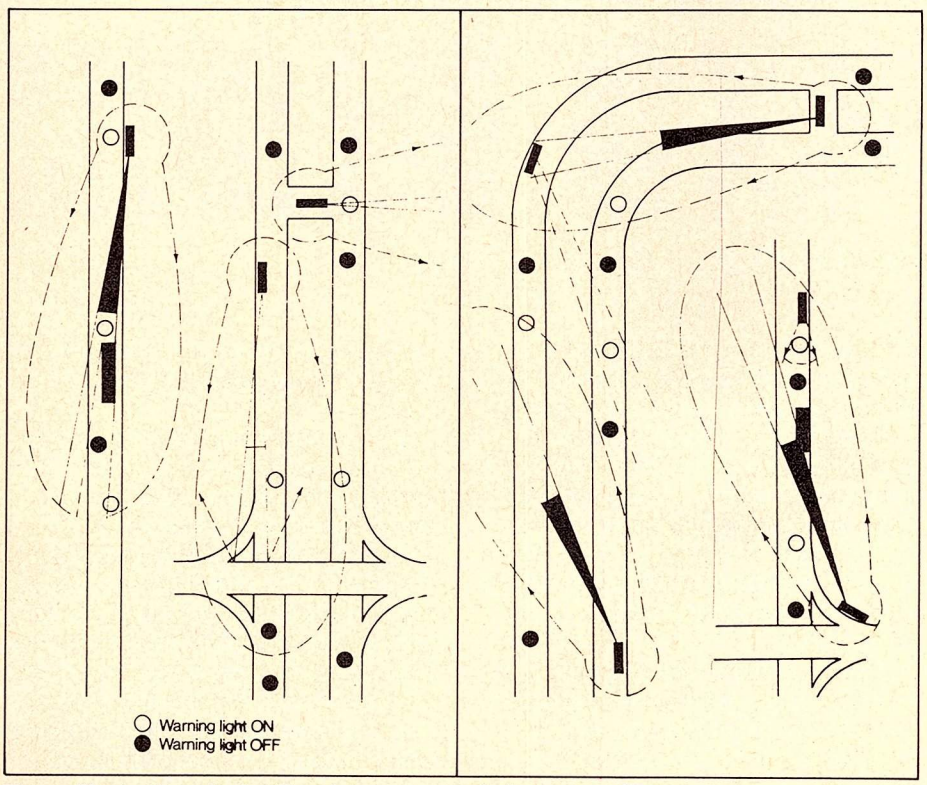
We used the two top-selling radar detectors in our test, and covered 20 states in six months. At the time of our initial testing, Fuzzbuster was getting ready to release the Fuzzbuster II, which is a multi-band radar detector. We spent most of our time with the original Fuzzbuster and another popular detector, the Super Snooper, which was a new model upgraded from the former Snooper. Between the two, the Fuzzbuster had virtually no false alarms, whereas the Super Snooper was going off like a pinball machine in metropolitan areas. The sensitivity was adjusted on both by a dial on the unit, using the same method of adjustment as the squelch on a CB radio. The Fuzzbuster emits a high-decibel beep for 2½ seconds when it locks on a radar signal. An audible warning is used on most other detectors also, but the Fuzzbuster incorporates a very bright light which comes on as soon as the unit monitors fringe signals of radar and stays on as long as the radar is detectable.

I took the Fuzzbuster with me on the airplane to the U.S.G.P. in Ohio and used it in our rent-a-racer. During the same period, I stopped in and saw Dale Smith and the Electrolert factories. On two occasions during this trip, there were several editors of various motorcycle magazines and newspapers in the car, with the Fuzzbuster plugged into the cigar lighter. One time we were on the outskirts of Mansfield on Highway 42 and the radar detector lit up. None of us saw anything for a few seconds until a police car crested the small hill in front of us. By that time I already knew that the detector picked up stray signals in advance of a radar sending device, even though it couldn't read us yet. Needless to say, everyone was impressed. Another similar incident happened on the same road, on a different night. We were coming down a grade and making a transition from a 55 mph speed limit to a 25 at the bottom of the hill. A speed trap if there ever was one. The Fuzzbuster lit the car up inside and must have been spotted by the cops as they passed us going the opposite way, because they pulled a quick U-turn and followed us. They were watching and waiting as we went into a market, and then they paced us as we drove back toward Lexington.

There are stories from truckers using the Fuzzbusters that claim readings of police radar up to eight miles — which is probably exaggerating the issue a little. As incredible as it may seem, it is good up to three miles, and is at least three times more sensitive than the police radar units. There are several other users of the same frequency — such as airport and military radar — and these were the only non-police readings I received while using the Fuzzbuster. I think some of the other detectors on the market are much less sensitive, and probably pick up signals even from microwave ovens.

If you're thinking by now, how can this be legal, it's the same thought I presented to Dale Smith. Since the radar detector is in actuality a radio receiver tuned to a certain frequency, it is protected by your constitutional rights. Or should be! According to Dale, the Fuzzbuster, by emitting its beep, performs the same function as the beep required by federal law on any

Continued on page 71



These illustrations in the Fuzzbuster manual show you when and where the detector will read active police radar. The detector lights up and emits a warning long before you are in the radar's range.

Heikki takes it to the max to keep a controlled Gerrit Wolsink (18) at bay.

500 WORLD CHAMPIONSHIP

GRAND PRIX OF BELGIUM

Mikkola wins World Championship

By Harry Van Hemmen

☐ Finnish star Heikki Mikkola crowned a memorable season by clinching the world 500 motocross title after finishing highest points-scorer at the Belgian Grand Prix at Namur.

With only two rounds remaining, the Yamaha-mounted champion has built an unassailable 61-point lead over Dutchman Gerrit Wolsink. However, Mikkola did not have an easy time over the notorious Namur circuit. Former World Champion Roger DeCoster did not relinquish his title without a tremendous fight in front of his home crowd. He won the first race, but was sidelined in the second with a rear wheel puncture.

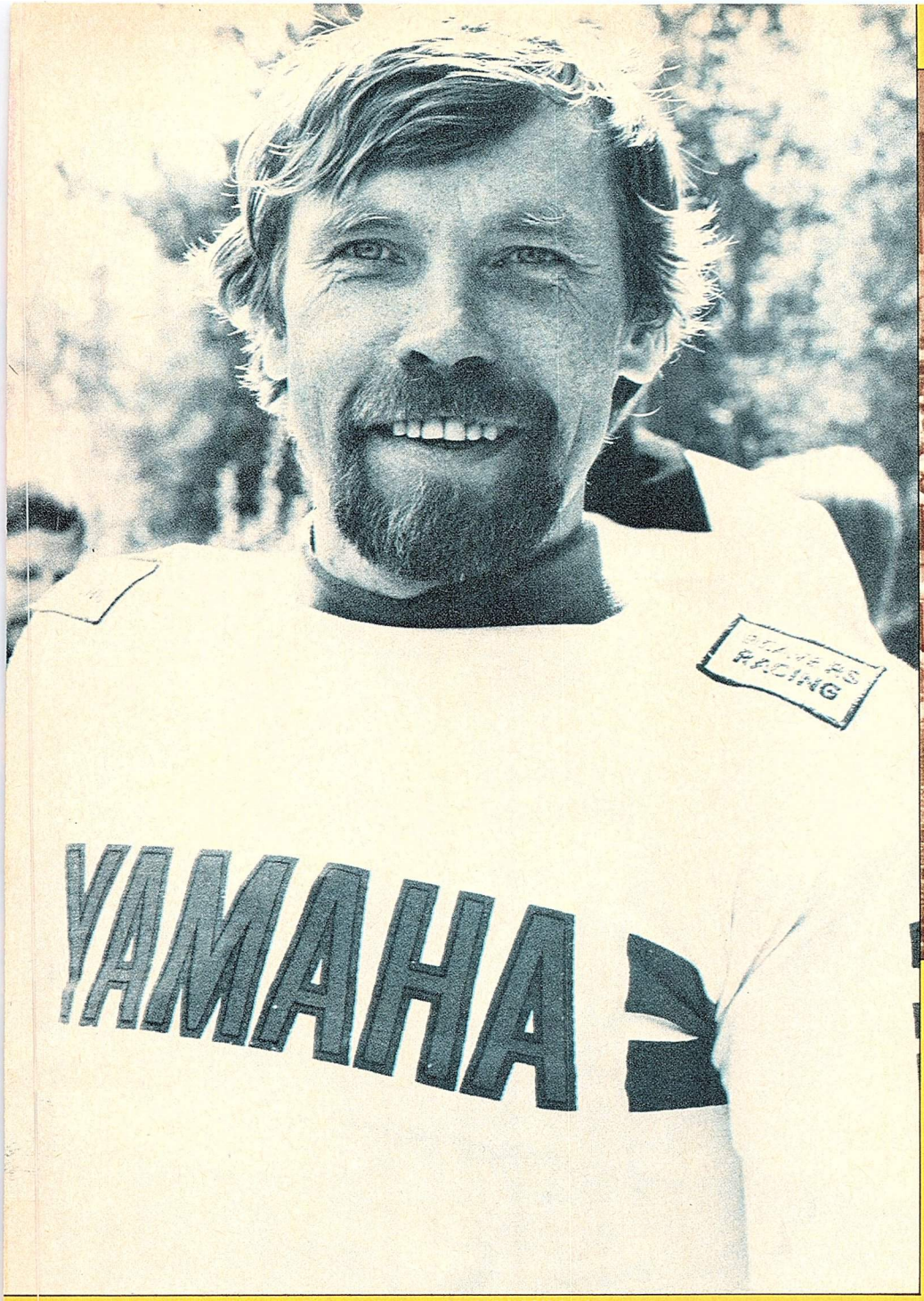
American ace Brad Lackey on the Honda proved that his British Grand Prix victory was no fluke, finishing second highest points-scorer with two brilliant and hard-earned third places.

Wolsink, after a bad first race, pushed Mikkola to the limit in the second moto before a crash put him back, although he held on to second place. British champion Graham Noyce delighted the large contingent of British fans by finishing fourth highest points-scorer.

There was tremendous tension in the air as the riders approached the gate to start the first race. Mikkola, with the knowledge that he could clinch the world crown, was very tense. Wolsink, knowing he had to beat Mikkola to stay in with a chance at the title, was in a similar state, and DeCoster was determined to make the Finn fight all the way before stealing his hard-earned crown.

With all these ingredients, the first race had to be a cracker, and it certainly was, with Mikkola, Lackey, Bengt Aberg (on the four-stroke Yamaha) and DeCoster leading from the gate. At the end of the first lap, as the riders leapt into view onto the flat plateau high above the town after riding through the fast and narrow tree-lined climbs and falls, Mikkola led, with Roger second, Lackey third and Bengt, who had set the fastest practice time, fourth.

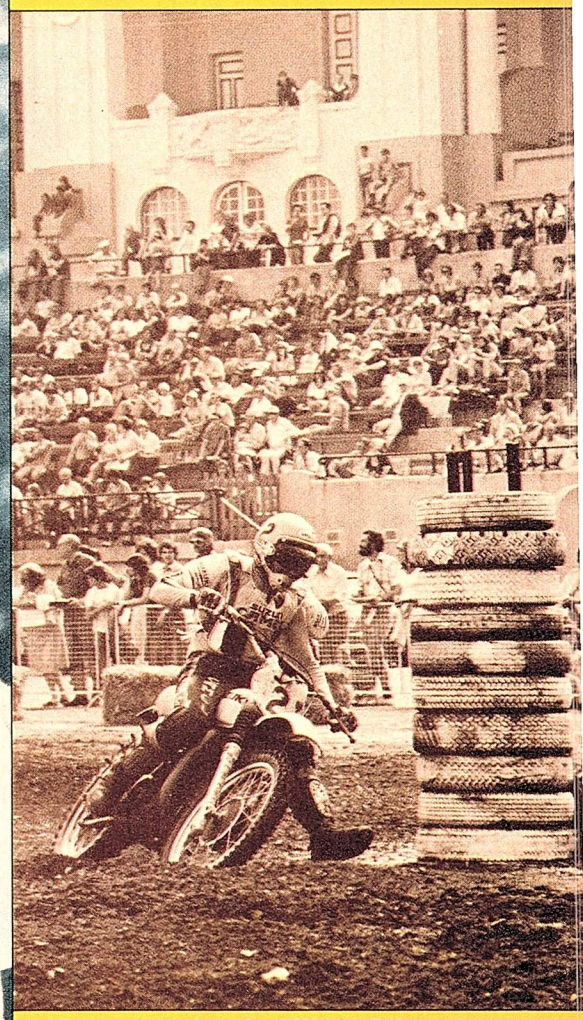
The star-studded quartet thrilled the large crowd for four laps with their breathtaking speed, but then DeCoster,



1977 500cc World Champion — Heikki Mikkola.

much to the delight of his cheering fans, took the lead in the woods. Herbert Schmitz was fifth, with Jean Paul Mingels sixth and proving a stumbling block to Noyce, who was seventh. Up front DeCoster turned on a display of controlled, masterful riding which left everybody, including Mikkola, trailing in his wake until the checkered flag.

The unlucky Aberg retired with a flat front tire on his Yamaha, and Lackey started to make an impression on Mikkola. Noyce, who finally got past Mingels, started to trail Schmitz. Wolsink was well out of the picture in 11th place, and Heikki Mikkola looked quite content to settle for the second spot with his main rival so far behind. Montesa-mounted Andersson was not having an easy time, but continued after stalling and later hitting a straw bale. On lap 12 Schmitz and Noyce went through the finish side by side, and as they dropped into the woods only inches apart, the yellow flag appeared. In an attempt to stay ahead of Noyce, who was on his inside, Schmitz had crashed into the ropes, but he remounted quickly to continue in seventh place. At the finish DeCoster was the masterful winner, with Mikkola a very content second despite some high-flying leaps by Lackey. Side by



Roger remains the "King of the Citadel" at his home track, but his luck is still sour.

side, Mikkola and Lackey stormed the hills of the infamous Namur circuit, only six seconds behind DeCoster.

The excitement at the start of the second race was even greater, with Mikkola certain of the crown if he could score two points more than Wolsink. He left the gate like a rocketship and led Weil into the first corner, with Wolsink in sixth place. Former 250 World Champion Harry Everts crashed his Bultaco on the first bend, taking DeCoster and Rahier out. With only two laps gone, the crowd groaned when Roger pulled out with a flat rear tire, and the former champion had to suffer the indignity of seeing his title slip from his grasp while on the sidelines.

Wolsink started to make dramatic progress through the field, and by lap five was in the second spot with Weil third, Lindfors fourth, Lackey fifth and Noyce seventh. Rahier retired when his Suzuki shed its chain and Mingels called it a day with a rear wheel puncture. Two laps later Noyce dived inside Schmitz to race into fifth

Continued on page 70

Little RMs can MX it up just like the big boys.

Make no mistake. These RMs are full-blown competition MXers.

And that includes the smallest MXer of all, Suzuki's new RM-50.

But before we talk about that little bullet, we'd like to say a few words about the RM-80 and RM-100.

One word is quick. With Suzuki's famed Power Reed™ induction engine, grabbing the holeshot is easier than ever.

And to take the 'whoops' out of whoop-de-doos, there are longer traveling leading-axle forks. And adjustable laid-down gas/oil rear shocks.

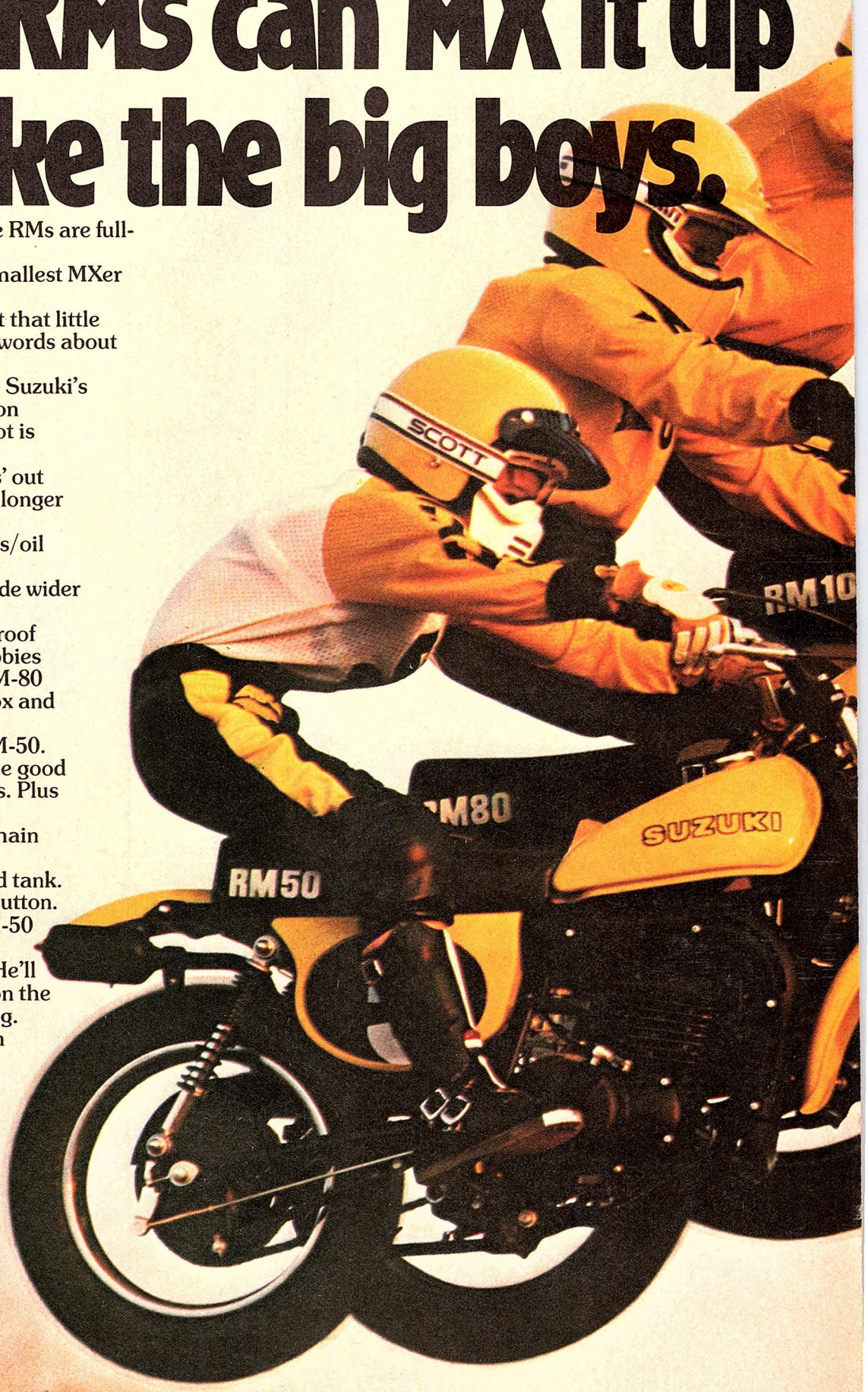
Other refinements include wider plastic fenders, GP-styled plastic number plate, ding-proof plastic tank and lighter knobbies on the RM-100. While the RM-80 boasts a new 6-speed gearbox and more power in all ranges.

Now about that little RM-50.

It comes with most of the good stuff found on its big brothers. Plus some good safety stuff. Such as big, rounded-off levers. Chain and muffler guards. Primary kick start. Low-level seat and tank. And an extra-large shut-off button.

Nice thing is, with a RM-50 to ride, the little guy in your family won't be left behind. He'll be out doing what the guys on the RM-80 and RM-100 are doing.

Leaving the competition behind.



SUZUKI

The Fast One.

Ride safely: wear a helmet, eye protection and appropriate riding apparel.

500 WORLD CHAMPIONSHIP

LUXEMBOURG 500 GRAND PRIX

Aberg and Thumper win one

By Harry Van Hemmen

☐ The first race of the 500cc Luxembourg Grand Prix in Ettelbruck turned out to be the most exciting of the whole season. Five riders were leading from the start — Andersson, Aberg, Lackey, DeCoster and Mikkola — all very close.

Aberg took the first position from Andersson after three laps and became the first winner on a four-stroke machine since Dave Nicoll on a BSA in 1969. To refresh the memory, that same year Aberg was third in Luxembourg and 500cc World Champion! In 1977 Nicoll worked on John Banks' machines.

Brad had problems with the rear shocks in both races. Andersson missed a berm and dropped to fifth place on lap ten, while DeCoster passed Lackey quite sensationally. They were elbow-on-elbow, but Roger was second on lap ten. Bengt later said he was really nervous about making a mistake when Roger came close. Finally DeCoster, after a sensational last lap, finished within a second of the booming four-stroke.

Mikkola was third when he passed Brad with two laps remaining. The Honda came sideways several times and the wheel was spinning so much it looked as if Lackey's machine missed horsepower. Noyce was hit by a flying stone thrown by DeCoster's bike and retired later with spark plug problems.

Heikki had been content just to follow in the first race. He made a superb start in the second, leaving the pack behind, and was highest points scorer in the tenth GP out of eleven!

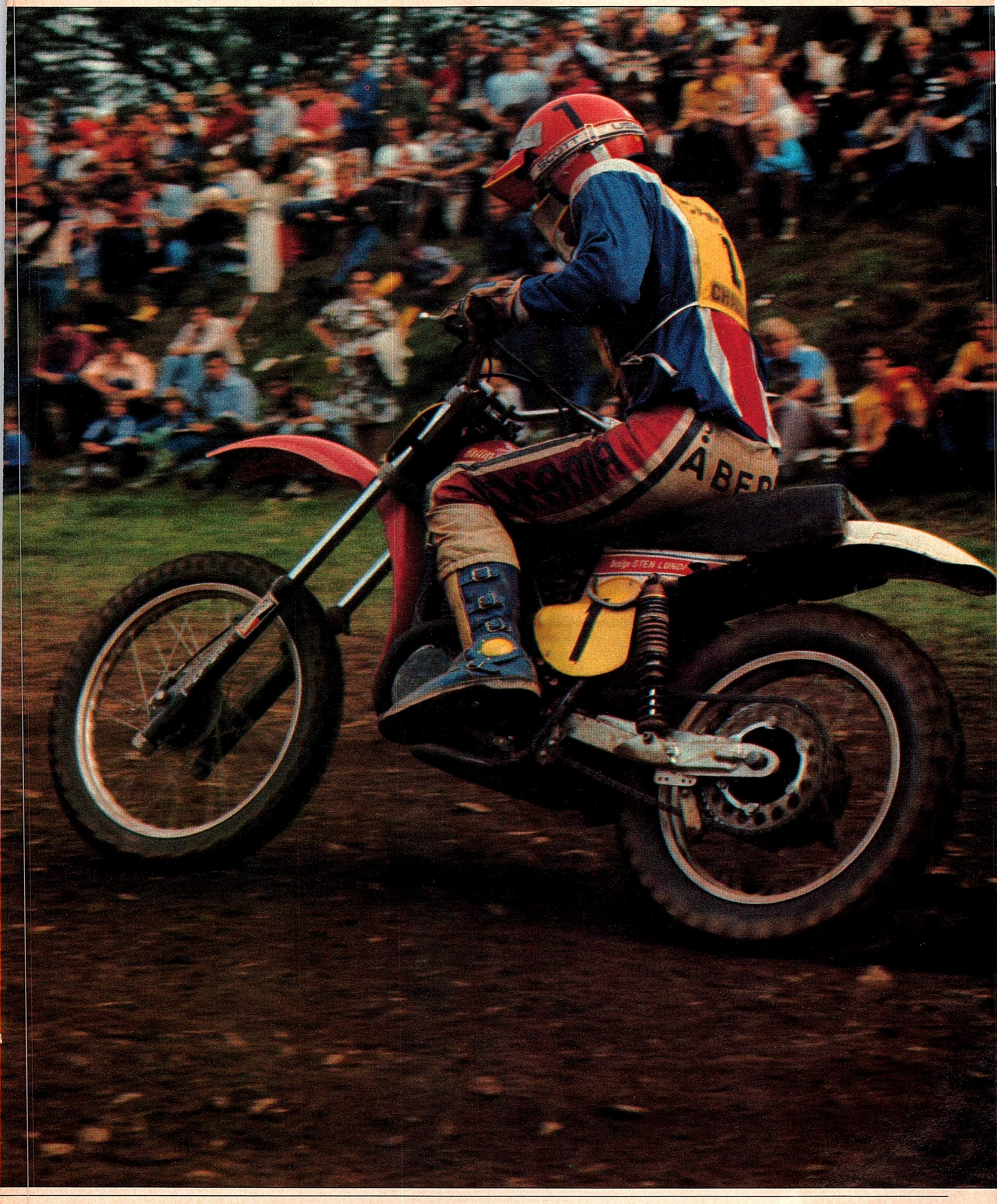
After 30 minutes of racing the exhaust pipe on DeCoster's Suzuki burst and he lost horsepower. Roger is now only one point behind teammate Gerrit Wolsink, whose 6-2 performance was disappointing. Noyce crashed in the first lap.

RESULTS
500 GP OF LUXEMBOURG

1.	Heikki Mikkola	Yam
2.	Roger DeCoster	Suz
3.	Bengt Aberg	Yam
4.	Hakan Andersson	Mon
5.	Brad Lackey	Hon
6.	Gerrit Wolsink	Suz
7.	Herbert Schmitz	Mai
8.	Adolf Weil	Mai
9.	Ivan van den Broek	Mai
10.	H. Lerner	KTM

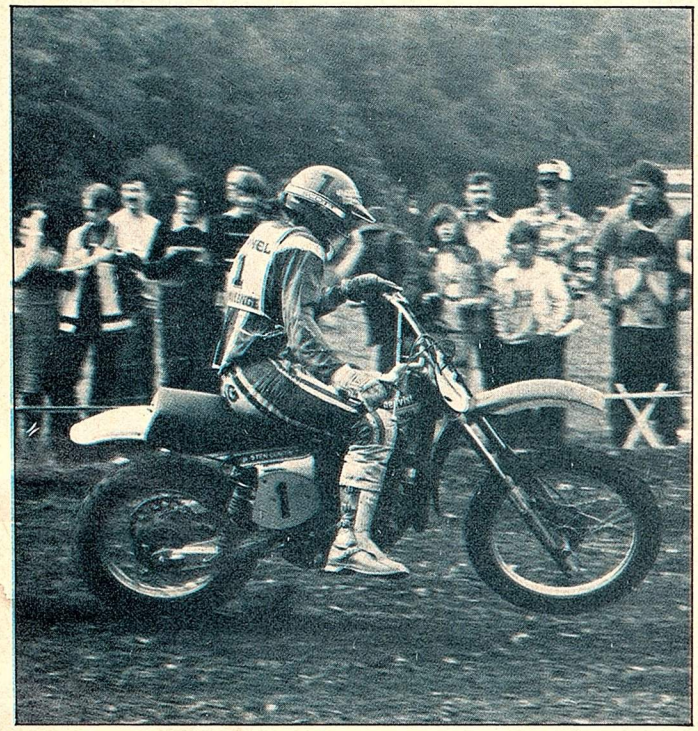
World Championship Positions:
1. Mikkola 272; 2. Wolsink 196; 3. DeCoster 195; 4. Lackey 164; 5. Schmitz 79; 6. Andersson 67; 7. Aberg 62; 8. van Velthoven and Noyce 56; 10. Banks and Weil 42.

Booming Bengt Aberg and his four-stroke finally scored a moto win. the first four-stroke win since Doug Nicoll did it back in 1969 on a BSA.


SCOTT
Ivuja STEN LUNDH

LUXEMBOURG

Brad misses the first turn, forcing Heikki wide, while Hakan Andersson connects up with the berm on his factory Montesa.



Bengt Aberg gave the European crowd "thump thing" to cheer about as he took his Hallman-Eneqvist four-banger to a first-moto win.

Brad Lackey shows why he's rated one of the top four riders in Europe with this stylish berm shot.

CONGRATULATIONS

ALL OF YOU
HAVE HELPED IN THE CREATION OF

M.A.N.

MOTORCYCLE ACTION NETWORK

More than a decade ago, when William R. Golden started BIG BIKE MAGAZINE, he said it would revolutionize the motorcycle magazine publishing industry. It did. After BIG BIKE came CHOPPERS, DIRT BIKE and MOTOCROSS ACTION magazines, designed and targeted to capture the realism, excitement and color of the true spirit of motorcycle sports. They did. The introduction of M.A.N. proves it.

VITAL STATISTICS?

M.A.N. boasts more readership than CYCLE, CYCLE GUIDE, CYCLE WORLD, MOTORCYCLIST, in fact more than any other Motorcycle Magazine.

There's More, Lots More: **M.A.N.** isn't only
1 in Readership, it's also
1 in Buying power
1 Male audience (17-34)
1 Motorcycle Purchases (New)
1 Street Registrations
1 Dirt Registrations
1 Accessory Purchases

(J.D. Powers Reader Survey)
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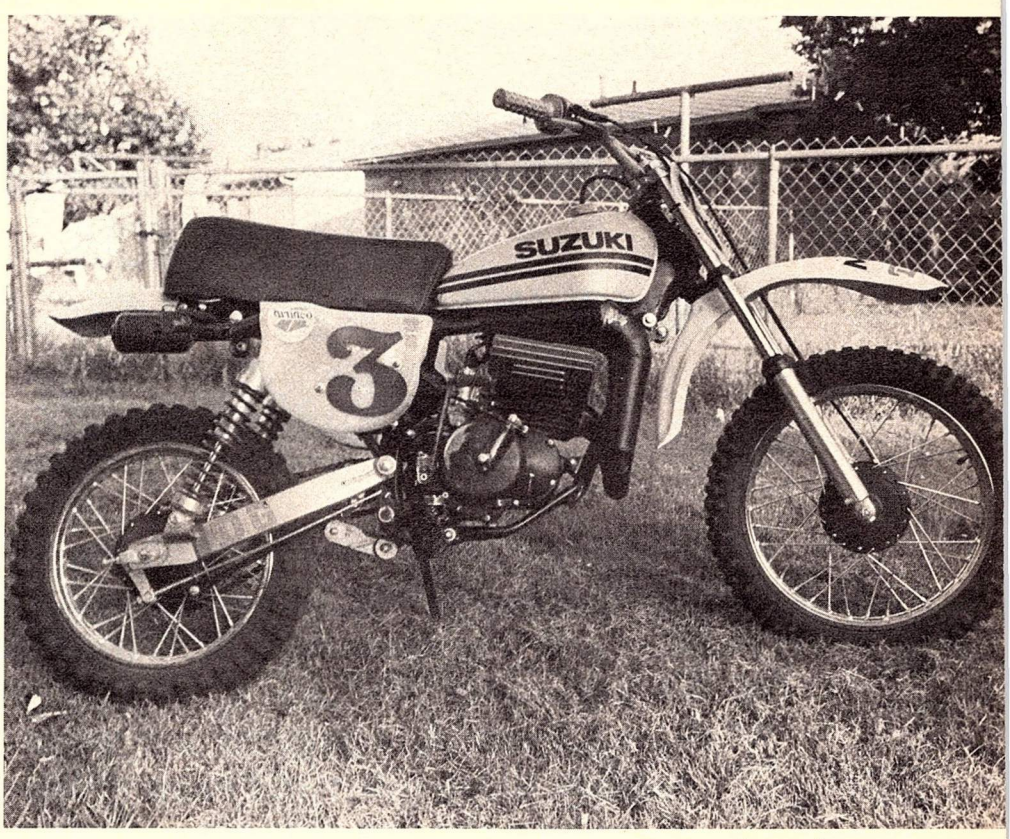
PUT IT ALL TOGETHER
AND M.A.N. IS THE MOTORCYCLE MARKET

Find out more, contact M.A.N.'s Executive Vice President, Jeff Sumner at (213) 981-2317.

SCOOTS

DG's Ultimate RM80

Let your money do the racin'



If you think that mini modification can't be taken any further, forget it, we barely scratched the surface with this DG RM80.

☐ When Lance and Jody decided to go out and ride the Nationals, their trusty RM80 Suzuki pit bike was in dire need of some heavy sanitizing. It had suffered all the ingracious treatment that pit bikes get: 800 one-handed wheelies had been attempted on it, and only 200 were successful; Gatorade had been spilled on the tank and down into the tiny crevices of the engine; a hot dog had landed on the pipe, leaving a crispy burnt spot in memory; and since it was always the first bike out of the van and the last bike in, the trusty RM was trashed.

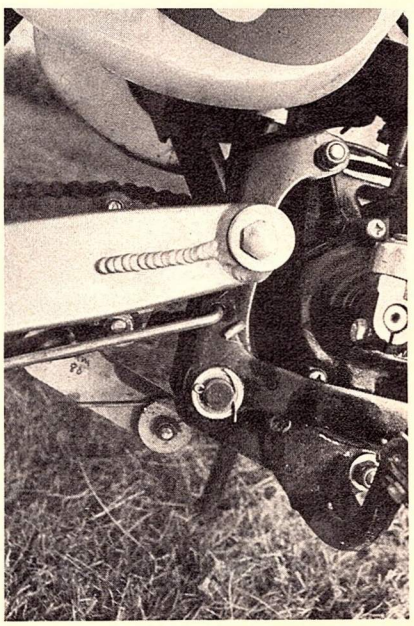
The Nationals were the big-time. The Nationals are where some of the trickest minis in the world live. The Nationals are no place to take a shabby pit bike. A quick call to DG Performance Specialties had Ken Boyko sympathizing with us, and soon a large cardboard box arrived at the shop door. Two hours later, our formerly dingy dog was a zoot-capri 'crosser again.

A couple of problems arose in the blitzkrieg workshop period. First, the DG pipe touched the edge of the tank just slightly. This later led to a small drip-drip leak from the tank, and the pipe was modified with a hammer to eliminate that problem. The second difficulty was that the supplied bushings in the swingarm would not press-fit in tightly enough. Extra-large washers were then placed on the outside of the swingarm pivot bolt to eliminate any arm slippage or wobble. The final problem was that the rear brake pedal interfered with full travel of the new gold-anodized aluminum swingarm. An inch was cut from the brake fulcrum and a new hole was drilled to connect the rod to.

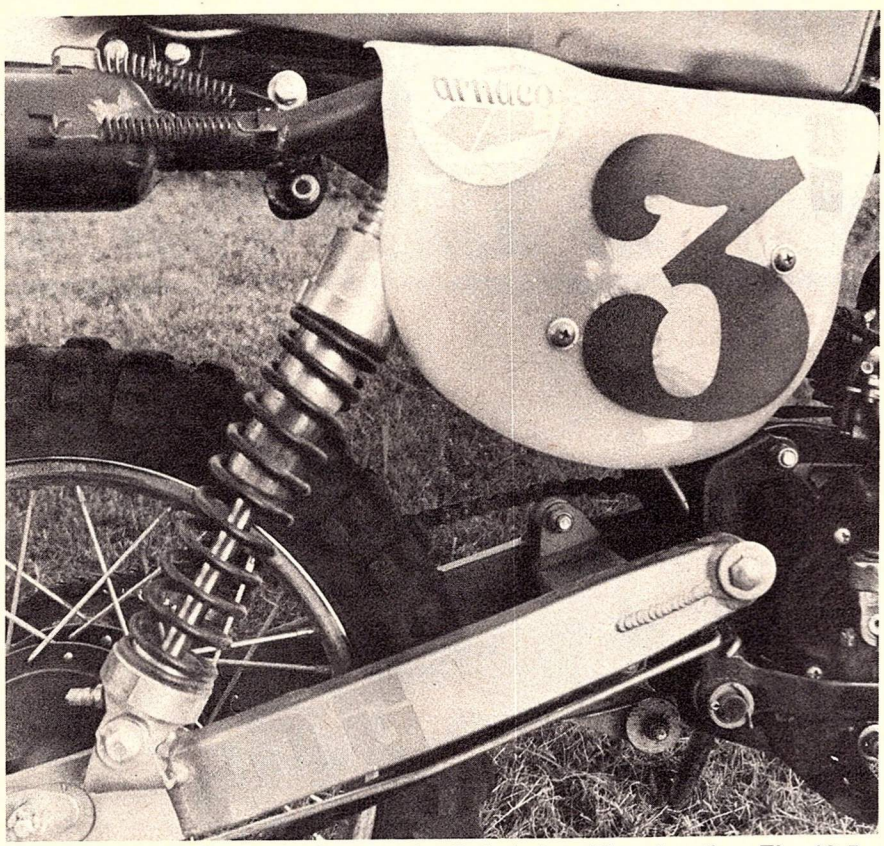
The only thing that we didn't have sent over in the DG package was a set of $225 leading axle Betor forks. Not because we didn't want the extra-plush travel, but because we were rushed for time. By the time we had mounted a new front fender, front number plate, chrome moly handlebars, DG handgrips, aluminum gas cap, seat kit, side panels, plastic air box, high-rpm pipe, radial head, air fork caps, rectangular aluminum swingarm, chain tensioner and Arnaco LTR shocks, we had busted the bankrolls of three small, undeveloped nations.

In fact, we had put on over $500 worth of accessories. If there had been time to mount the forks before we had to hit the road for the East Coast, we would have exceeded the total cost of the machine by almost $200. It was a completely different motorcycle. It was fast, handled excellently, felt large and never failed to attract a crowd. In shock value alone it is worth the cost, but we mused that no one would be wild enough to spend that much money on a mini.

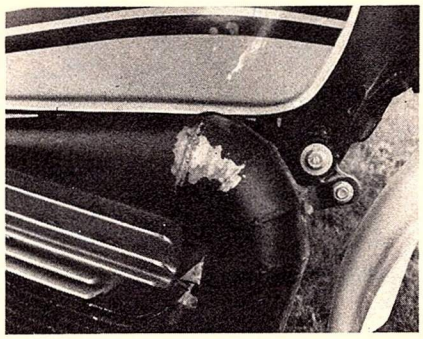
But we were wrong. At every National we were swamped with kids,



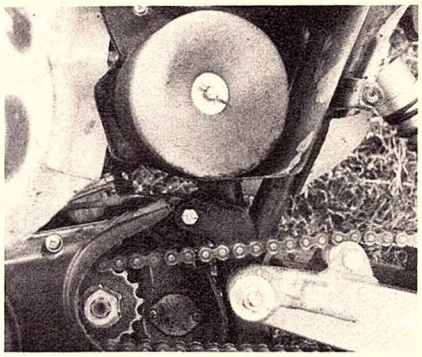
The brake arm had to be cut and redrilled to clear the swingarm. The large washers guarantee that the bushings won't come loose.



The side panels fit neatly, but need a little help with nylon ties. The 13.5-inch Arnacos boost the rear end skyward.



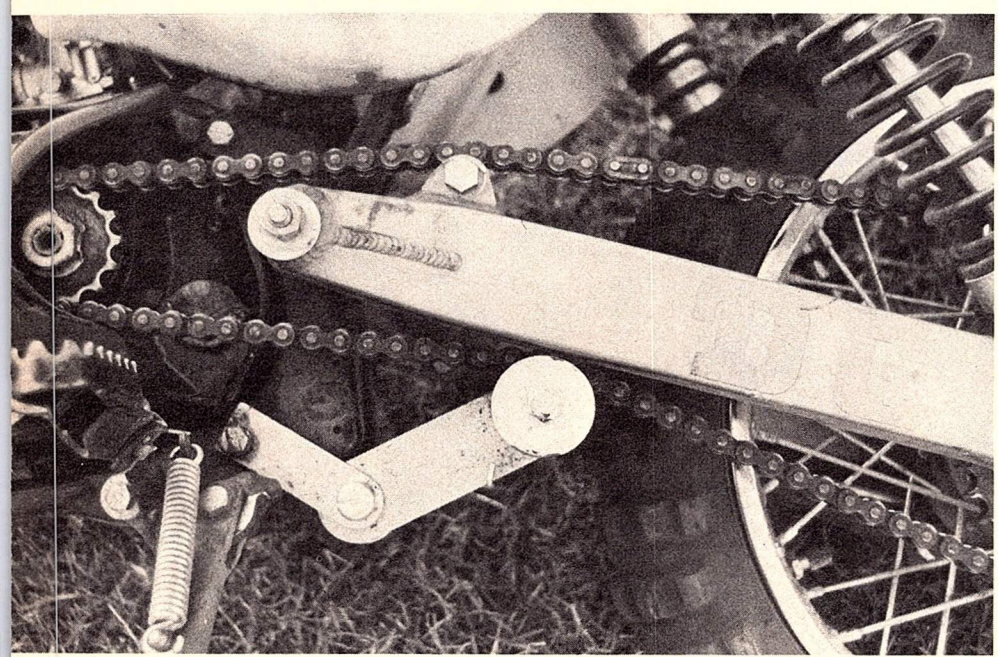
The pipe is too tight a fit between the head and tank. The tank started to dribble before a hammer cured it.



The RMs come stock with a little toaster-like air box. This DG unit passes a lot more air.

who dragged their parents over to look at it. To the familiar childhood rendition of "I want it, I want it, I want it," Pop would always agree. The mini-bike racers are not budget racers. Back home in California DG is taking orders for completely modified brand-new RMs faster than they can fill them. They do all the bolting, porting, grinding and fiddling for you, plus they will fly a mechanic to your first race to mother-hen the bike through any teething problems. DG sells this completely modified and brand-new Package Racer for $1795, or you can send them your engine and get the Expert Package engine for $275.

The DG Performance Specialties Package Racer RM80 is the ultimate performance modification for the mini class. DG's record in NMA (National Minicycle Association) racing has been unparalleled this year by any other manufacturer.



The swingarm comes complete with a chain tensioner. The side case was ground away to aid in changing the countershaft sprocket. We went up one tooth.

THE PRICES (GASP!)

RM80 up-pipe	$59.95
RM80 radial head	$49.95
Air fork caps	$15.50
Plastic front fender	$14.95
Plastic air box	$29.95
Aluminum gas cap	$10.95
Plastic side panels	$14.95
RM80 seat kit	$19.95
Aluminum swingarm	$129.95
Arnaco shocks and springs	$133.90
Chrome moly handlebars	$19.95
Front number plate	$5.95
DG handgrips	$3.95
Betor front forks/triple clamps	$225.00
RM80 Expert engine kit	$275.00
RM80 DG Package Racer	$1795.00

DG PERFORMANCE SPECIALTIES
1170 Van Horne
Anaheim, California 92806
(714) 630-5471

WILL THE REAL 12
(Please) STAND UP

Professional Motocross Manager Mike DiPrete held a special riders' meeting at San Antonio, for the first time in AMA MX history, to read the rules.

CONTROVERSY

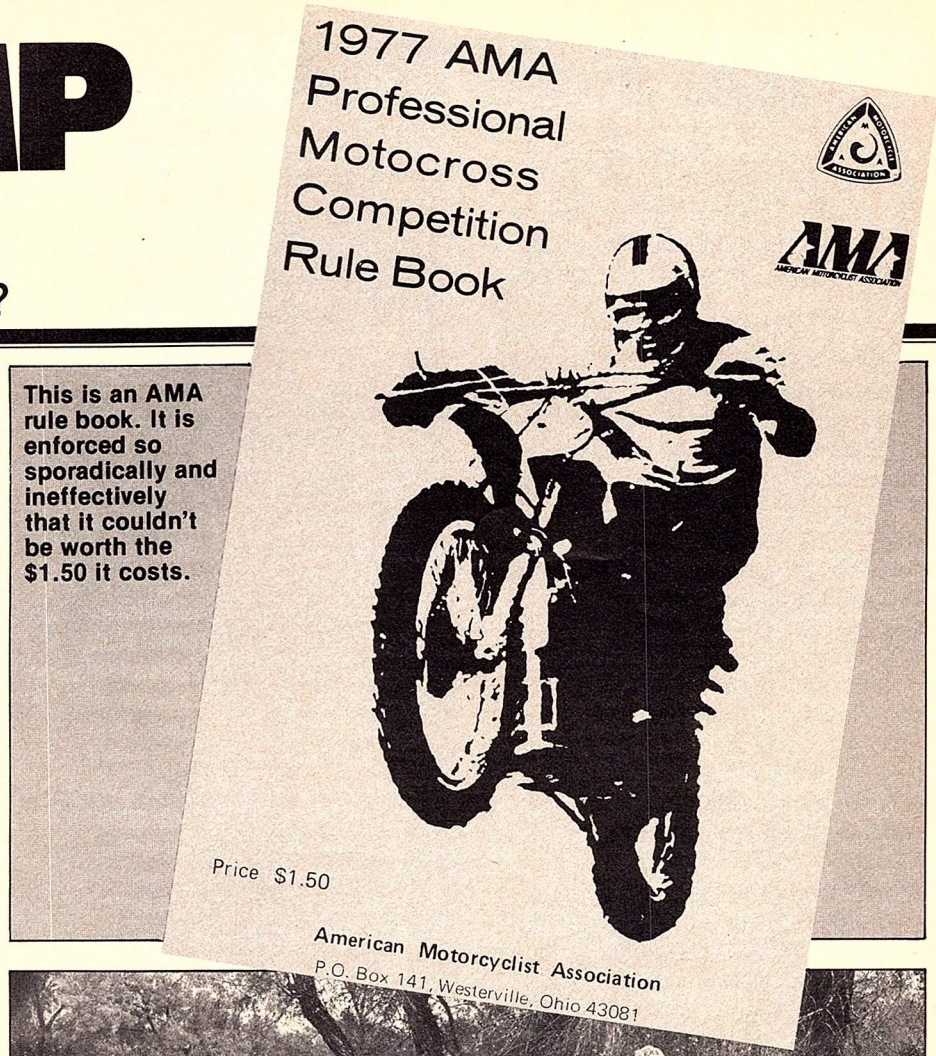
CHAMP

Watergate or Starting Gate?

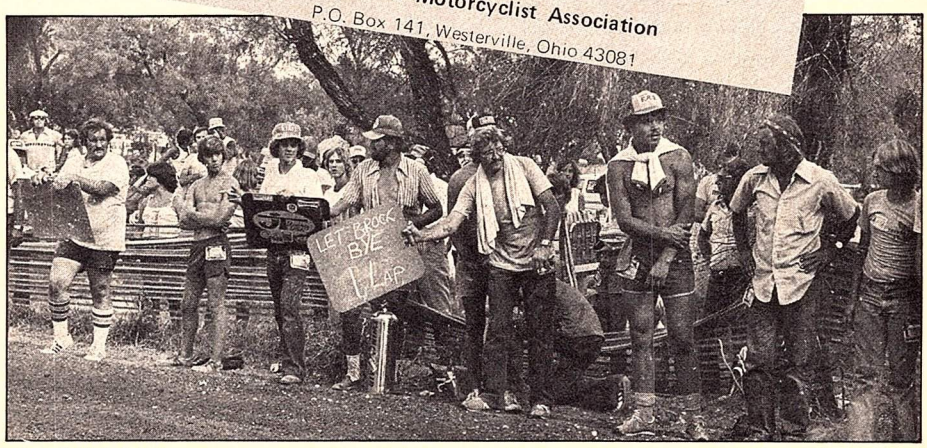
☐ American motocross has found itself involved in its first full-scale scandal. There is nothing to be shocked about, since it had to happen sooner or later. The American Motorcyclist Association (AMA) is no stranger to scandals, but it does mark an initial chapter for the Professional Motocross Department. What occurred was the alleged violation of rules *3b, 3h* and *3j* of *Chapter 13, Offenses* in the AMA Professional Motocross rulebook. The alleged violation took place at the final 125 National Championship event in San Antonio, Texas. On that day Yamaha team mechanic Keith McCarty held up a pitboard to Bob Hannah, who was leading the race with a 25-second lead, saying "LET BROCK BYE." And within two laps Broc Glover had passed his teammate Hannah and won the 125 National Championship over Suzuki's Danny LaPorte.

LaPorte had been the season-long points leader, and if Hannah had continued to race on in first place Danny LaPorte and Suzuki would now be 125 National Champions.

Public opinion has run very strongly against the Yamaha tactic, and most of the cycle papers stated that the move was illegal in their eyes. Letters and telephone calls began to pour into the press demanding to know what was going to be done about it. MOTOCROSS ACTION ran up a telephone bill of astronomical proportions in an effort to find out what was happening in Westerville, Ohio. The result was a lot of not-too-fancy sidestepping and outright evasions. Almost three weeks after the alleged rule violation came to the AMA Professional Motocross Manager's attention, a decision had still not been reached, and the AMA's Mike DiPrete hopped a plane to Europe for two weeks, further delaying the million-dollar question. Yes, the million-dollar question! Yamaha's advertising department wanted to advertise the win, but probably feared that if the AMA ruled against them they would have to eat all of that ad copy. Suzuki felt that if the rules had been followed, they would have been the



This is an AMA rule book. It is enforced so sporadically and ineffectively that it couldn't be worth the $1.50 it costs.



The AMA higher-ups ruled that this is not fixing. It is team fudging. Refer to your rule book for further clarification.

Danny LaPorte may have to give up racing with the AMA and take up politics with the AMA to win.

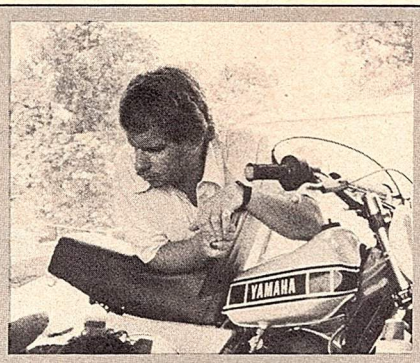
WILL THE REAL...

winners, and were prepared to do an advertising blitz all their own. Bike sales alone could exceed a million dollars based on the outcome of the decision. But there was no immediate decision.

The facts about the AMA are hard to believe, but they are blatantly obvious. The AMA does not know its own rulebook. When informed of the possible violation of rule *3b* (*fixing*), they didn't think there was such a rule. When the evidence started to mount up, several AMA officials stated that they thought it was a "stupid rule and shouldn't even be in the book." The AMA is totally reluctant to make any sort of controversial decision. Their position on the *rule 3b* violation was to delay and hope that it would go away. The AMA conducted an incompetent investigation into the matter. The AMA failed in the first month to get a statement from Yamaha Team Manager Ken Clark. When their telephone calls to Clark were left unanswered, they didn't re-place the calls. When Clark refused to answer questions in person, two weeks after the incident, that stance was accepted.

Personal telephone conversations between AMA officials and MOTOCROSS ACTION were leaked to both Suzuki and Yamaha through someone in the AMA offices, while all the while the AMA was declaring itself to be the unbiased governing body. The AMA is simply not interested in rocking the boat. Yamaha and Suzuki have many people in powerful positions. So the AMA's probable position was that this was bad for the sport, and it would be better to sweep it under the rug than risk the ire of the major manufacturers. The AMA publicity department maintained such a low profile during this period of time that they ought to return a portion of their paychecks. A major story was breaking all around them (the source of official information) but in this case they were the source of conspicuous silence. Official statements had to be pressured out of AMA officials as though they were Watergate conspirators.

One of the funny things about the AMA is that should a privateer break a rule, his fanny would be in a sling. The rulebook is black and white, cut and dried, clear as day and not open to rationalization. But let a major factory team break a rule — and you have to take *this* into account, and then there is *that* other factor, and we can't *assume* anything.



YAMAHA TEAM MANAGER KEN CLARK SPEAKS OUT

Immediately following the 125 National Championship finale in San Antonio, Texas, MOTOCROSS ACTION Magazine was on the spot to ask all the pertinent questions to the winning team manager, Yamaha's Ken Clark.

MXA: How does it feel to win the 125 National Championship for the second straight year?
KC: I have nothing to say.
MXA: Is that a no comment?
KC: No comment!

A case in point is young Gary Ogden. Gary rides for FMF and in the past MOTOCROSS ACTION has helped Gary race, and he in turn is one of our regular test riders. Gary Ogden won both motos of the final Support class of the year. As he came up to the finish line on the last lap he stopped 20 feet short of the line and gave his mechanic a short ride under the checkered flag. Gary was happy and exuberant and he wanted his mechanic to share the glory. After he received his money and trophy, a protest was filed and the AMA disqualified Ogden for receiving outside assistance. What assistance is carrying an additional 175 pounds for 20 feet? What assistance is a mechanic going to give while crossing under the checkered flag? What kind of interpretation of the rules would disqualify a rider for that act? The AMA's.

Did they do it because Ogden broke the rules, or did they do it because Ogden was a privateer who broke the rules? Would the same ruling have been handed down if it had been Marty Smith or Jimmy Weinert in that position? You know that the answer is no.

Yet, a clear-cut and obvious violation of *rule 3b*, in the eyes of most expert analysts, can get a clean bill of health because it was team racing. Motocross is not a team sport. Every rider is out there doing his job to the best of his ability. If riders are going to get double-teamed, crack-back blocked and forced out in squeeze plays, then the majority of us have been racing the wrong way all these years.

The simple fact that the AMA sat on this decision for so long makes one very suspicious of their motives. Well, you know what the telephone company says: "We may be the only telephone company" — and don't you forget it.

YAMAHA'S VIEWPOINT

Yamaha's initial reaction to the news that they were being investigated for a possible fixing violation was that what they had done was nothing new and that every team had done something similar. A couple of days later that defense was being bolstered by the team concept of motocross. In this view, what Yamaha had done was not an unfair and unsportsmanlike action, but a logical and tactical maneuver in team riding.

When a manufacturer sponsors a team, the team members are expected to pay attention to the orders. The orders in this case presumably called for Broc Glover to win the final moto. Yamaha Team Manager Ken Clark flatly refused to answer any questions following the San Antonio 125 National, and gave a straight "no comment" to the halfhearted AMA investigator. When the Yamaha public relations department was asked to contact Ken Clark for a statement, they also returned with a "no comment."

Yamaha believes that there is no case against them; that the pitboard which was held out to Bob Hannah could have meant anything; and that it would be bad for the sport to press the issue any further. Yamaha's supporters in the matter are few and far between, but they say that the controversy should be decided by who was the fastest man on the track. They say that Broc beat Danny that day anyway, that Broc won more motos during the series and was faster at the end than LaPorte. But, if you use this viewpoint, then Bob Hannah should be declared 125

Continued on page 67

COUGH UP THE VOTES!

1978 RIDER OF THE YEAR AWARD

With enough friends it could be you.

Who will it be in 1978? In 1975 it was Roger DeCoster. In 1976 it was Marty Smith. Last year the winner was Bob Hannah. Next year it could be one of virtually thousands of motocrossers. It could even be you (if you stuff the ballot box), only one vote per letter. There are no restrictions. The choices are endless with talent like Brad Lackey, Jim Pomeroy, Heikki Mikkola, Gerrit Wolsink, Tony DiStefano, Graham Noyce, Jimmy Ellis, Gaston Rahier, Jimmy Weinert, Gary Semics, Rick Burgett, Marty Tripes, Kent Howerton, Mike Bell, Danny LaPorte, Broc Glover, Rex Staten, Steve Stackable, Pierre Karsmakers, Rich Eierstedt, Tommy Croft, Gaylon Mosier and many others. You tell us!

WHO EVER WINS
DEPENDS ON YOUR VOTE

You decide! The contest is open to all the readers of MOTOCROSS ACTION, and those who just look at the pictures. The winner will carry the title of RIDER OF THE YEAR. Just fill in the handy ballot provided for you and wait to see if your choice is going to drive away with the fully equipped off-road Toyota SR-5 Long Bed pickup truck, ROY plaque and undying fame. All votes must be in by March 1, 1978.

MX5-12

MOTOCROSS ACTION MAGAZINE

RIDER OF THE YEAR BALLOT

Fill in the name of your choice for the
MOTOCROSS ACTION RIDER OF THE YEAR
and mail it to:
MOTOCROSS ACTION Magazine
RIDER OF THE YEAR
P.O. Box 317
Encino, California 91316

I, being a bonafide motocross fan and faithful reader of the magazine, hereby cast my vote for

_____

to be Motocross Action's RIDER OF THE YEAR and get the truck.

In what state do you live? _____

MIKE GUERRA

CONNECTICUT

Almost every privateer gets a little help from his friends. And the successful ones, the riders whose names you recognize, get a lot of help from their friends. Mike Guerra is a 19-year-old privateer from Bolton, Connecticut, and 1977 is his second year to race AMA Pro. In his first year he finished third in the Southwick Support class and third at Unadilla in Support. But in his second year, Mike and mechanic Charlie Benson decided to tackle the complete 125 National Championship circuit.

With the help of Charlie and the support of Cycle Dynamics back in Feedinghills, Massachusetts, Mike drove all the way across the country for the opening round in Hangtown, California. A tenth overall in the opener was followed up at the second National with a disappointing 23rd in the first moto at Keithsburg, but in the second moto he came back for a strong eighth on his Husky 125.

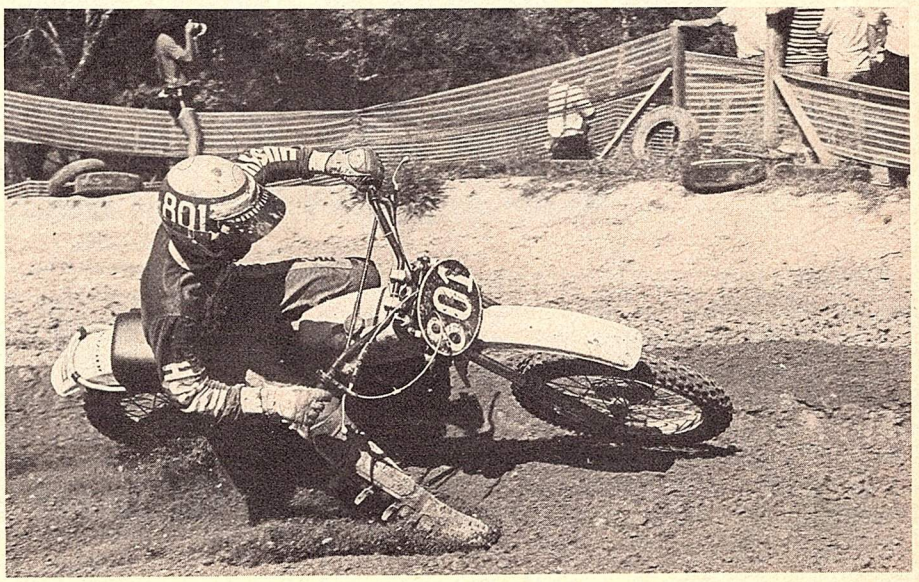
Each week from that point on, Mike Guerra managed to pull through and stay in the top ten. His Husky kept him in there at the finish of most of the races. Mike says of the 125 Husky, "It is down a little horsepower for the first 20 minutes. The Japanese bikes are faster in the beginning, but after the halfway point it runs cool and fast. It is mostly production stuff."

When the 125 Nationals came to a close in San Antonio Mike hung on to his tenth place overall, but then things went bad and the reliable Husky engine seized. For Mike it was a bad day, and when it ended he found himself in 11th overall for the year. It was the only time he was out of the top ten all year, but it was the final count.

He plans on sticking with Huskys even though he is paying most of his own bills. Mike has shown that he has the desire to travel the long road, keep on racing and pull down the top-ten finish.

"I plan on riding all of the Trans-AMA Support classes. Huskys work good for me. They are dependable and I know a lot about them," says Mike. So, keep your eyes peeled for Mike Guerra; he's on the way up.

Cycle Dynamics sponsored Mike Guerra.



The East Coast's Mike Guerra used his private Husky to great effect throughout the 125 National series.

PERSONALITIES

NEW SHOES

Racing's rising stars from coast to coast

By Jim Gianatsis and Jody Weisel

MARK BARNETT

ILLINOIS

While 1977 won't go down in motocross history as the hottest season for rookies on the National circuit, there are a couple of youngsters who are setting fires. One of the main culprits is barely old enough to hold an AMA Professional License, but 16-year-old Mark Barnett from Bridgeview, Illinois, already knows how to show factory riders his roost. In the 125cc Nationals this past summer, Mark scored seventh overall.

Mark is still a little too small and light to try his hand in the Open class yet, but he's been racing the 250cc Support class at the 500cc Nationals and doing exceptionally well. Together with Yamaha's new hotshoe sensation Mike Bell, and FMF's Gary Ogden, the three of them have almost made the Support class a private party. After three weekends of chasing Bell across the finish line at the opening races, Mark beat Mike for the overall win at Charlotte.

His bikes are basically stock RM Suzukis with Fox Air Shox, sponsored by C&B Honda, located in Crawfordville, Indiana, and Moto-X Fox. Mark's father, Benson Barnett, and friend Dan Bell help prepare the bikes and drive him to the races. His sponsor doesn't know what to think of Mark's success. Sure, they're happy at the publicity they're gaining, but kinda sad as well, because Mark will probably be signed to a factory sponsorship before the end of the year. Already Moto-X Fox has announced that they've signed Mark to ride the Trans-AMA 250cc Support class for them this fall, joining Fox's team of Steve Wise and Pat Richter.

Just in case you never heard of Mark before this year, don't think he's just some flash in the pan. In 1975, at the age of 14, he won the 125cc class of the AMA's Can-Am Amateur National Championship, with bike problems preventing him from possibly repeating his title last year. One of the bigger races he did win in 1976, while still a 15-year-old amateur racing the pros, was both the 125cc and 250cc classes at the American National Championship held at Cycle World in St. Louis.

Barnett's National number will drop a couple of hundred for next year.

At 16 years old, Mark Barnett is already beating factory riders.

☐ The names that grace the win columns week after week sometimes become monotonous. Seems like it is always DiStefano, Hannah or Smith. If there is new blood in the world of racing, it normally finds its way to the public's attention through the 125 class. Then, after success in the small-bores, the boys move into the ranks of the big-time MX stars. Rarely does a name rider just appear in the big-bike ranks out of nowhere.

The one-two-five class is the hotbed of racing, and that is where the new hot hands are coming from. They aren't grown in one part of the nation, but come from the far reaches of New England, the plains of the Midwest and the rolling foothills of California. And that is where MOTOCROSS ACTION found these new shoes. Names you are going to be hearing a lot about in the future.

Today they are dicing it out for seventh, eighth and eleventh, but who knows what tomorrow will bring for you, me, or motocross's new shoes?

GARY OGDEN

CALIFORNIA

The biggest surprise at the start of the 125 National Championship series was Gary Ogden of Team FMF. At Hangtown, Uncle Donny Emler decided to make Gary ride the 125 class, even though Gary was known as a big-bike rider. Gary is six feet tall and weighs 170 pounds, and as he stood on the starting line he towered over the jockey-size 125 riders. When the dirt stopped flying, Gary was third overall for the day and had beaten all the factory shoes except Suzuki's Danny LaPorte.

The die was cast, and Ogden became a 125 rider. Many fans will remember Gary from the 1976 Trans-AMA, where he rode in the International class against DeCoster, Wolsink and DiStefano. He didn't win any races, but he was impressive on his Bassett Suzuki. Midway through the series, though, Bassett decided to sponsor John Savitski in the Support class.

Gary's biggest claim to racing fame prior to this year was the big-bucks Southern California Electro Helmet Series. Over a number of weeks Gary Ogden raced the biggest names in Southern California, including Broc Glover, Ron Turner and others, to win the Series and the cash prize.

Gary lives in Escondido, California, most of the year. That is just a few miles from Carlsbad's Grand Prix track. In the summer months he moves out into the Mojave Desert with racing friend Mike Dickherber. There he rides and runs in the 100-plus-degree temperature to get ready for the National grind. He is sponsored by FMF and Ocean Pacific clothing.

Gary finished out the 125 National series in eighth overall after a series of DNFs chewed into his overall points total. At one time during the season he was second in the nation. At San Antonio, while he was fighting for the last few points, his cylinder actually split in half horizontally. It cost him seventh overall in the standings. That is racing luck, but fortunately for Gary Ogden, he backs it up with skill.

FMF's Gary Ogden uses strength to push his Suzuki through this berm.

Smiling Gary knows the benefits of advertising.

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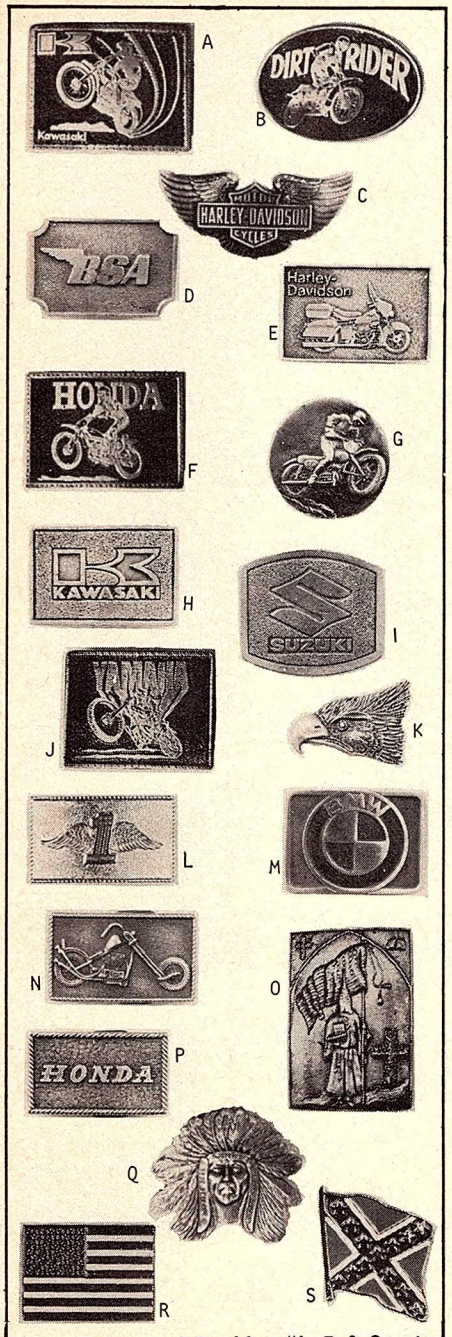

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BRITISH GP

Continued from page 27

Just when we thought the proceedings were being brought to a close, the fur began to fly in the parc ferme. Officially, the FIM jury can measure the first five finishers in any race to ensure that their engines are within the specified limits. Normally, this only happens if there is an official complaint from one of the other teams, but this time the jury decided to do it of their own volition.

The first five finishers' machines were measured in a rather tense atmosphere. Initial measurements got Mikkola's machine at 510cc, later corrected to 410cc, while Banks' CCM engine arrived at 401cc when it should have been 498cc. Aberg's Yamaha was proclaimed to be 440cc when his team insisted it was 499. After the long day's racing this sort of uncertainty was the last thing anybody wanted.

Unfortunately, worse was to follow, for the jury, led by Team Honda's manager (who also happened to be the American jury member), insisted on seeing not only the first five bikes but the first five points-scorers also, which meant that Bob Wright's CCM had to be measured, since his sixth place in the first race brought him fifth-place points as Andy Roberton was automatically excluded.

CCM chief Alan Clews was understandably getting rather edgy at what was looking more and more like an attempt to cause the CCM team as much trouble as possible, particularly when the attack was led by another team's manager. Things were not helped by the fact that at the Canadian GP John Banks had collided with Honda's Tommy Croft, who was trying to bulldoze his way through the CCM rider. The result was that Croft came off heavily, hurting his wrist. At the time there had been scarcely veiled threats from the Honda camp to equal the score, and from CCM's point of view, this looked like a vendetta in action.

The outcome was that Clews, frustrated and disappointed at his, and Wright's, moment of glory being tainted by accusations of riding with an oversized engine, ordered the bike out of the measuring tent.

Steve Whitlock retaliated with screams of, "Bring that bike back! We know it's a 600!" Hardly the sort of behavior one would expect from an unbiased jury member. Later, Clews offered to let the bike be measured, but the jury refused on the grounds that the machine had left the parc ferme, although throughout the whole of its absence it was within the public's full view and surrounded by spectators. This decision was doubly strange, because they did allow Hakan Andersson's Montesa to be measured when it, too, had left the parc ferme.

Now the ACU is investigating the case with a view to taking disciplinary action against Wright and CCM, which is very sad. Clews is not taking this situation lying down, and has written to the ACU stating his case and also pointing out that Article 38 of Section 4 in the FIM Code Book states that, "An official, executive or supervisory, cannot at the same time be: A driver, passenger or entrant taking part in the same meeting; A person with business connections with a driver, passenger or entrant taking part."

Which calls into question Steve Whitlock's position as both Honda's team manager and American jury member. And if the jury was not properly constituted, it is difficult to see how its decisions can have any validity.

Whether the CCM was oversize or not we shall never know. However, it is worth bearing in mind that of the entire CCM team, the one member who never uses the big 580cc motors, even when the races permit, is Bob Wright. The reason is simple. Wright loves to rev a motor hard, and the big motors simply will not do this. It would be strange, therefore, to imagine Wright going quite against his normal habits at a meeting as important as his home GP.

The incident tainted what had been an excellent day's racing, and left a nasty smell in the air of one of the world's cleanest sports. If nothing else comes of the matter, perhaps the FIM will look closely into the need for having a team manager as a member of a supposedly impartial group of arbitrators.

Results
British 500 GP

1. Brad Lackey, Hon
2. Gerrit Wolsink, Suz
3. Heikki Mikkola, Yam
4. John Banks, CCM
5. Hakan Andersson, Mon
6. Bengt Aberg, Yam
7. Graham Noyce, Mai
8. Herbert Schmitz, Mai
9. Ivan van den Broek, KTM
10. Jaak van Velthoven, KTM

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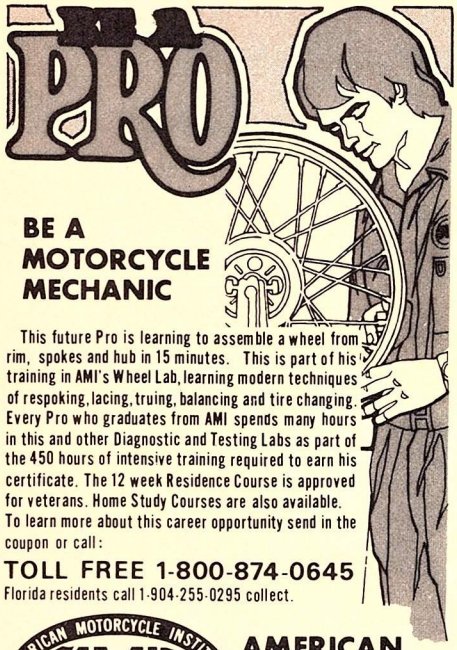

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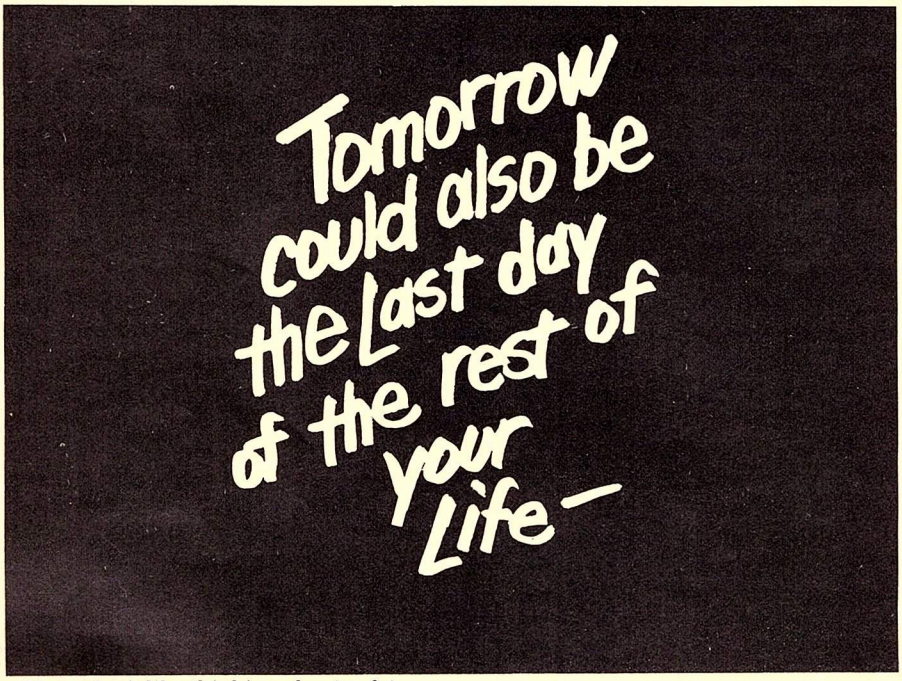
JODY'S BOX

Continued from page 8

I start to tell her the good parts over again she says, "I'm leaving you." So it was true. She had had it with spending Saturday nights out in the garage. She wanted to go down to Hollywood Boulevard and go dancing. She was tired of having oil stains on all of her clothes. She said she never wanted to spill anything on her clothes again except Ripple. She was tired of going to the races with someone, but never knowing if he was going to be coming home. She was going to start dating stamp collectors and business majors. But most of all, she was tired of hearing how I had stuffed that guy in the first corner. And that I could stuff it.

Alright, my will to win had walked out on me. Now I have nothing to live for. I don't care if I live or die. Wait a minute! I think I have something there. One of the reasons I always back off for the first corner is that I'm afraid that if I don't I will be killed. Now I don't care. If you thought racing luck was based on the will to win, just wait until you see my act next week. I'm gonna win or die trying.

On second thought, maybe it would be better if I found a new girlfriend.



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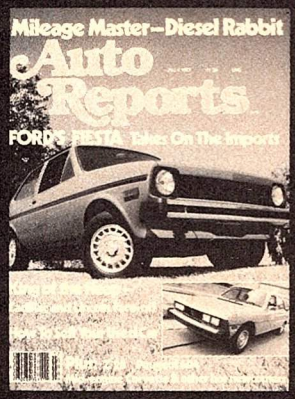

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REAL 125 CHAMPION

Continued from page 58

Champion, because he beat both LaPorte and Glover in moto wins, National wins and speed. Yamaha's whole case rests on silence, team racing, and AMA inaction.

SUZUKI'S COUNTERPOINT

Suzuki has not pursued this matter with a vengeance. In fact, they have hardly pursued it at all — a fact that will probably in any event be a relative matter. Suzuki believes that the rules were broken, but instead of worrying about the rules, Suzuki had to cajole the AMA into action. It surprises them that other organizations (NASCAR, USSAC, SCORE, etc.) have rules and enforce them, but the AMA uses selective enforcement.

The Suzuki viewpoint is very popular. The public trust in racing and the racers themselves is at stake. Future precedents are being set in this case. Rules are written, and it is presumed that everyone will obey them. But if rules are allowed to be broken, then it is assumed that they can always be broken.

The AMA was suspicious of the events leading up to the showdown in San Antonio. Mike DiPrete, Professional Motocross Manager, came to the race on a special trip. He read the rulebook at the riders' meeting for the first time in AMA history. And he had additional spotters around the track looking for possible blocking incidents. Certainly the AMA was aware of a ticklish situation. But, two weeks after the event, the AMA tried to claim that there was no suspicion of foul play. Hogwash.

Suzuki's viewpoint is that it is an open-and-shut case. To them, Danny LaPorte is the 125 National Champion.

MOTOCROSS ACTION'S VIEW

We don't make the rules and we don't break the rules. The AMA's position and actions in this matter have been deplorable. According to our personal interpretation of the rulebook, Yamaha broke the rules, but that is not the essential matter here. To MXA, the riders are above reproach. They all conducted themselves to the best of their ability. There is no favoritism involved. Our position on the rules remains the same — if they are in the book they should be enforced. If not, then the book should be thrown out. When the rules are broken by any

See next page

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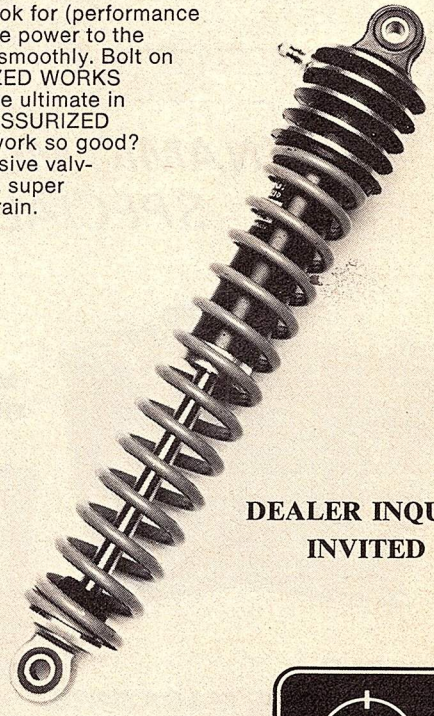

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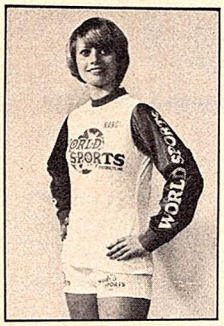

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REAL 125 CHAMPION

Continued

rider, and allowed to be broken, everyone who ever raced motocross is being cheated. More than that, the fans are being cheated out of the hard-earned bucks they scraped up to go and watch a big-time motocross race.

The AMA's interpretation of the rules puts motocross in the position of being a team sport. Pretty soon we will be having team huddles and time-outs. The man who pays for the team sport concept of motocross is the little guy. The rider who makes it from race to race with his trusty, but rusty, machine. He belongs to no team. No one is going to block for him, no one is going to let him by, no one is going to calculate his points and start pulling strings with the AMA for him. On the contrary, he is the one that all of these things are going to happen to.

If a rider is not going to go 100-percent when he gets on the track, then he shouldn't be allowed on the track. If a rider sandbags for a teammate, blocks an opponent of his team or allows any rider by without putting up his best possible resistance, then he is not racing motocross. The AMA can't expect fans, mostly fans who are knowledgeable and experienced, to pay ten dollars to go and watch some prearranged stage play in two motos. It will ruin the sport. Who can ever believe that a rider actually won a race from now on? What is to stop the Japanese teams from combining to stop a potential European manufacturer from winning a Championship? What is to stop any excessive use of factory power? Certainly not the milquetoast AMA.

THE AMA DECISION

The new Commissioner of Professional Racing, Douglas A. J. Mockett, handed down his decision three and a half weeks after the incident occurred.

"We . . . have concluded there was no AMA rule violation. Both Bob Hannah and Broc Glover were ahead of the other riders. Glover's passing of Hannah did not impede any other rider or affect the other riders' finishing positions in the moto.

Instructions from the pit to riders or drivers is a common practice in all motorsports. In fact, in some forms of motor racing, it is standard practice for the Team Manager to slow down or speed up one or the other of the team. In this instance we do not find this particular pit instruction to Hannah a violation of Articles 3(b), (h), or (j) of Chapter XIII, Section B of the 1977 AMA Professional Motocross Competition Rule Book.

THE BOTTOM LINE

Broc Glover is the 1977 125 National Champion. Bob Hannah has been made to look silly and less competitive than he really is. Danny LaPorte has had a championship he fought a long fight to win on the track taken away from him by team tactics.

If you have an opinion, and everyone who cares about motocross should, then address your comments to Mike DiPrete or Douglas Mockett, P.O. Box 141, Westerville, Ohio 43081. Tell them how you feel; after all, they run the AMA for the benefit of all motorcyclists. Or couldn't you tell?

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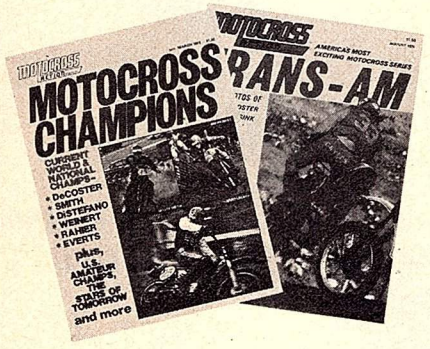

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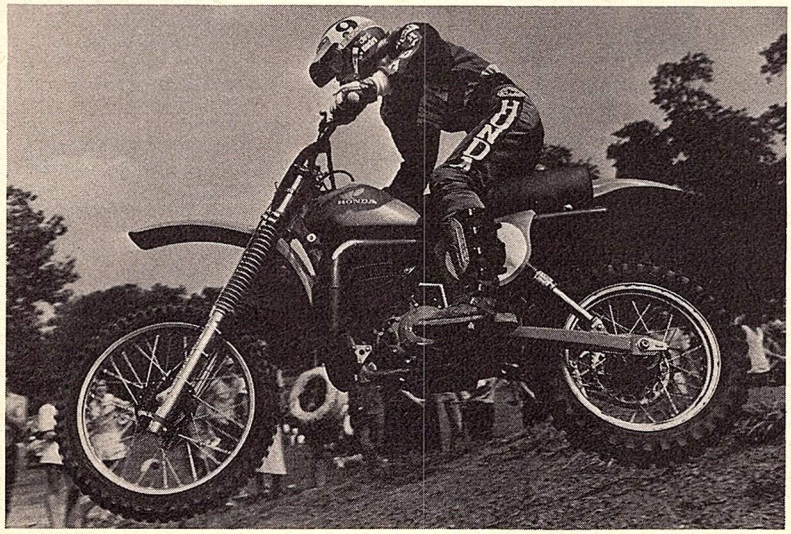

500cc National Champion MARTY SMITH in action.

Check these FOX AIRSHOX winners. BRAD LACKEY won the British 500 Grand Prix. MARTY SMITH won the ST. Peters 500 National. STEVE STACKABLE won the Texas 500 National. JIM POMEROY won the first moto at Carlsbad. PAT RICHTER took top American at the 125 U.S.G.P. WARREN REID took top American at the 125 Canadian G.P.

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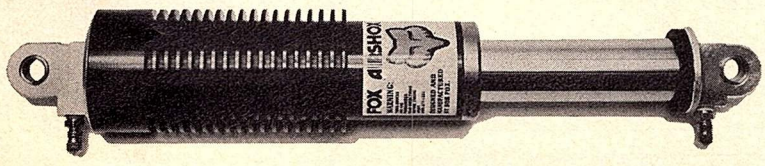

BELGIAN GP

Continued from page 47

position, and the West German then retired with front brake troubles on his Maico. Lindfors dropped down the field when his Husqvarna shed its chain.

But the battle up front between Mikkola and Wolsink was the focus of everybody's attention. They leapt over the road almost side by side on the seventh lap when Mikkola was using every ounce of ability and strength to keep the Dutchman at bay. Lap after lap Wolsink trailed the Finn, but with two laps to go Mikkola must have realized

A happy Heikki crosses the line to his second 500cc World title. His last one was in 1974.

that the world title was his when Gerrit crashed through the ropes into the crowd and was hundreds of yards adrift by the time he restarted. Brad Lackey took the third position from veteran Adolf Weil despite transmission problems, and Noyce was fifth.

However, the day belonged to Heikki Mikkola, and the crowd rose as he crossed the line, with both hands in the air, to salute the new World Champion.

Provisional results:

Top Scorers

1. Heikki Mikkola, Yam
2. Brad Lackey, Hon
3. Roger DeCoster, Suz
4. Graham Noyce, Mai
5. Gerrit Wolsink, Suz
6. Adolf Weil, Mai
7. Hakan Andersson, Mon
8. Herbert Schmitz, Mai
9. Bengt Aberg, Yam
10. Arne Lindfors, Hus

World Championship Positions after ten rounds: 1. Mikkola 247; 2. Wolsink 186; 3. DeCoster 171; 4. Lackey 150; 5. Schmitz 73; 6. van Velthoven and Noyce 56; 8. Andersson 53; 9. Banks 42; 10. Aberg 37.

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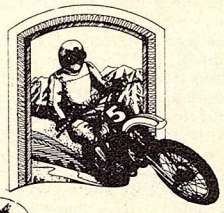

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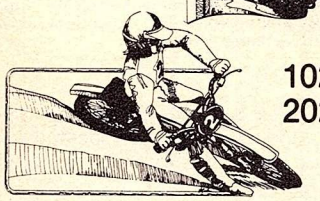

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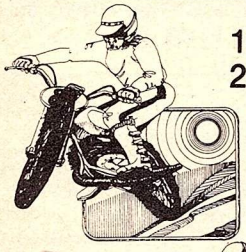

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RADAR DETECTORS

Continued from page 45

wiretap.

A 1966 survey by *Readers Digest,* before police radar really took off, cited some conviction rates, with the lowest being 96 percent. In Vermont they had 100 percent with 909 convictions. These rates exist because the magic word "radar" has become synonymous with guilty in the majority of the traffic courts. Several states have had laws on their books, which have since been ruled unconstitutional, regarding the use of radar detectors and in some instances using the brand name, Fuzzbuster. There is a real war going on in the state of Virginia, the last legal holdout. They even have a law which is now being challenged in the Virginia State Supreme Court, which makes it legal for a police officer to confiscate a Fuzzbuster. There is an instance where a patrolman has removed the radar detector from a driver's car and shot it with his pistol. One lawman was tossed from a truck cab as he attempted to confiscate the driver's radar detector.

Because of Dale Smith's active participation and expert legal and technical assistance to most of the abuses from using radar detectors, the legislative efforts to outlaw them are over, except for the Virginia case. Maybe by the time you read this that too will be resolved.

Using a radar detector isn't a license to speed or flaunt the law, but it is a protection of your rights if you are being monitored by radar. Most of us who spend a lot of time driving are already savvy enough to drive safely, and the radar detector is just another tool to help make the trip more enjoyable. The energy crunch has given the police free license to fill their coffers with great sums of money with the "double nickel" speed limit. Traffic is being enforced now for revenue instead of safety, and radar is money in the bank for the police using it.

If you spend a lot of time on the road, then you probably have a CB. If you get a Fuzzbuster and still get citations, then you probably deserve them anyway. For the heavy traveler, I'd have to recommend the Fuzzbuster II, which runs about $125, depending on where you buy it. The original goes for about $90, and is limited to the X-band, while the Fuzz-II should cover everything in the near or distant future.

More information can be had by writing Dale Smith at Electrolert Inc., 4949 South 25A, Troy, Ohio 45373.

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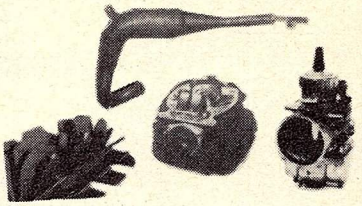

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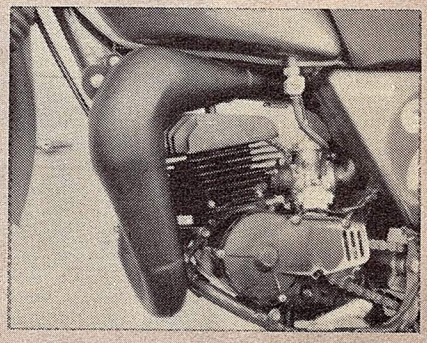

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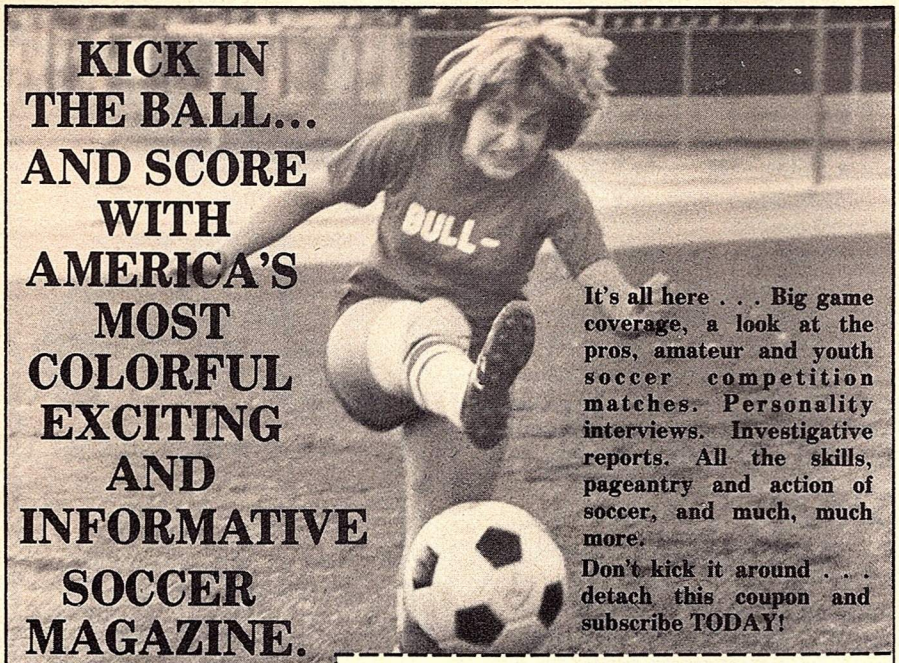
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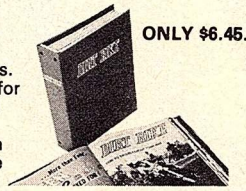

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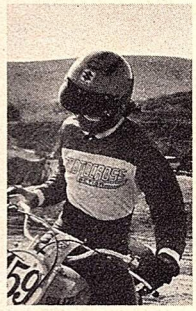

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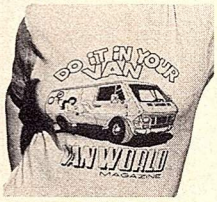

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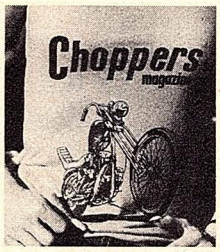

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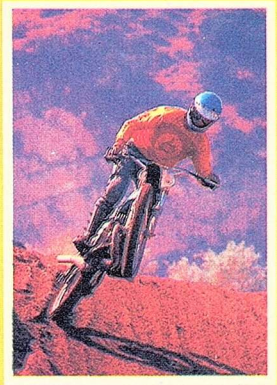

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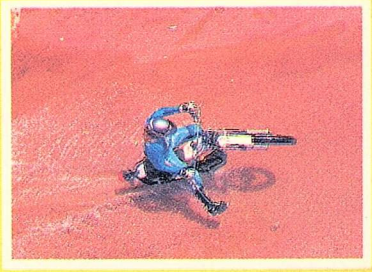

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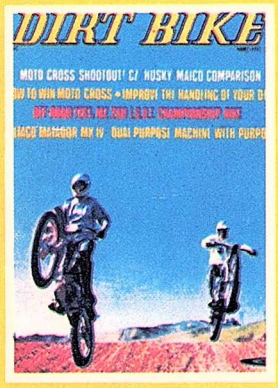
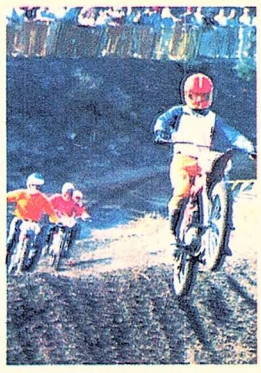
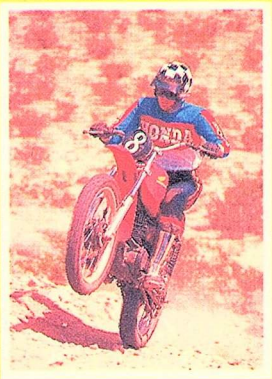


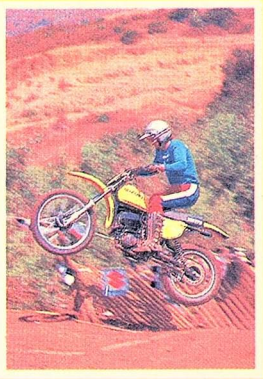
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM



11. AL BAKER ON A 250 HONDA



12. GUNNAR LINDSTROM ON A SUZUKI

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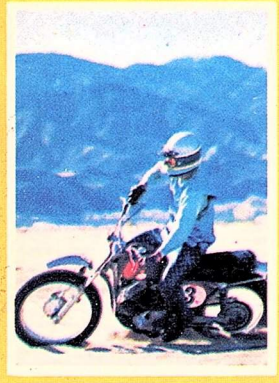

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4. JUNIOR ACTION

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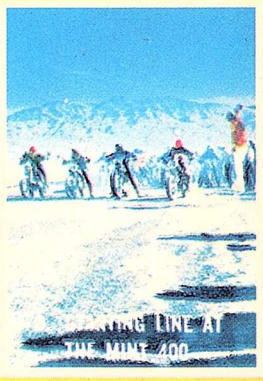

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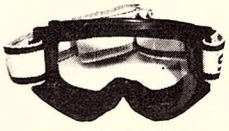

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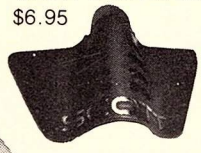

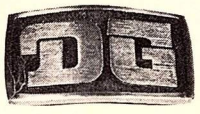

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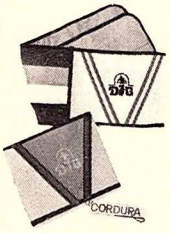

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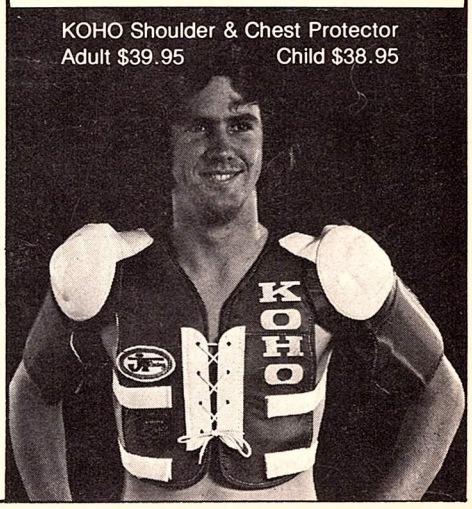

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